

Beginning of a stroke; front view.
2

ROWING

AND

SCULLING

BY

W. G. EAST

EX-CHAMPION SCULLER OF THE THAMES, AND BARGEMASTER
TO HIS MAJESTY KING EDWARD VII.

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Preface

IN training for all manner of competitive sports and games, exercises with punching balls, dumb-bells, or other appliances, are generally advised as necessary, if the best possible condition of body is to be attained.

Rowing, however, stands alone in this, that the exercise in the boat, in addition to walking, is all that is required to get the oarsman fit. In this directness of its application, rowing has advantages beyond any other single sport. It exercises every part of the body, as does no other branch of athletics, and is even superior to walking, for it develops an alert habit of mind and body, and calls into play powers of sustained exertion, more thoroughly than its nearest rival, pedestrianism.

Again, it differs from most competitive athletics, in that a man may excel as a rowing man without any abnormal muscular development; in fact the majority of champion oarsmen are of but average physical proportions.

It is also superior to most other sports in that a man can row in races and good-class contests heartily from boyhood up to quite forty-five years of age, and ordinary pleasure boat oarsmanship can be continued up to any age.

In most of the strenuous sports and games a man

Preface

becomes "old," and unfit for competition in first-rate company, at about twenty-seven to thirty years of age, so that the rowing man can count upon at least fifteen years longer of athletic life.

All the instruction and advice offered in these pages is the outcome of long practical experience, and success with oars and sculls.

W. G. E.

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CHAPTER I

SOME ROWING TERMS EXPLAINED

Bows—Stem — Keel — Stern — Sternpost — Rudder — Rowlock — Thowl - Stop or Stopper — Thwarts — Gunwale — Oars — Sculls — In-board — Out-board — Men in a boat — Strokes — Stretchers — Sliding seat — Sholes — Swivel rowlock — Saxboard — Catch — Out-rigger — Jack — Beam — Feather — Clipping — Rowing short — Rowing out of the boat — Slewling — Screwing — Swinging out — Ran Dan — Wager boat — Clinker build — Starboard — Port — Sugaring — Best beats — Spread — Gamber — Backing.

Rowing Terms.

THE BOWS are the front part of a boat.

THE STEM is that part of the keel which is above water at the bows of a boat.

THE KEEL is the strip of wood which runs along the bottom of a boat from the bows to the stern. In racing boats there is no keel. Its place as a backbone to the rest of the vessel is taken by a strip which runs along the inside the smooth shell, and is known as the keelson or backbone.

THE STERN is the hinder or after part of a boat.

THE STERNPOST is a post at the centre of the stern of a boat. It corresponds to the "stem" in the bow. Upon the sternpost the rudder is hung.

Rowing and Sculling

THE RUDDER is a movable piece of wood hung on pivots at the stern, by means of which the boat is steered. Its position is controlled and altered by means of two lines of cord, held in either hand by the coxswain.

THE ROWLOCKS (pronounced *rulluks*), are pieces of wood cut away in the centre and fixed on to the sides of the boat, and form the spaces into which the oars fit. In outrigger boats the rowlocks are set at the extreme outer end of the outrigger, and are of metal.

THE THOLE, or THORLE, is the front edge of the rowlock against which the oar is pulled in rowing.

THE STOP, or STOPPER, is the after edge of the rowlock.

THE THWARTS are the seats which run across from side to side of the boat. In sliding-seat boats the thwarts, instead of forming the seats, support the sliders which carry the seats.

THE GUNWALE (pronounced *gunnel*) is the top edge of the boat.

THE OARS are the implements with which a boat is propelled. The average length of racing oars is 12 ft., they are rarely shorter, but sometimes are made as long as 1 ft. 6 in. The parts of the oar are known as—

(1) *The Blade.* This is the broadest part of the oar and is at the extreme outer end. It is the blade which is placed into the water. Blades are of various types and sizes. The most usual are—

(a) *Square shape.* The widest part being at the end. They are about 6 in. breadth and 2 ft. 6 in. to 2 ft. 8 in. in length.

(b) *Coffin shape* (invented by Dr. Warre, of Eton).

Some Rowing Terms Explained

Average size, $6\frac{1}{2}$ in. breadth near shank and 5 in. at end; length of blade 2 ft. 5 in.

(c) *Barrel shape*. Have their widest part in the centre. Average size, $6\frac{1}{2}$ in. breadth widest part; length about 2 ft. 7 in.

(2) *The Shank* is that part of the oar from the blade to the button.

(3) *The Button* is a ridge of leather built up round the oar at that part where it rests in the rowlock. The button lies on the inner side of the rowlock when the oar is in use, and it prevents the oar from running out of the rowlock during or between the strokes.

(4) *The Loom* is the part at the inner end of the oar which is grasped by the hands.

SCULLS are similar to oars, but so arranged that the rower uses a pair of them, one at each side of the boat.

The average dimensions of sculls are from 9 ft. 7 in. to 10 ft. in length with blades 5 in. at the broadest part and about 2 ft. in length. The shape and size of the blades vary as much as do those of oars (see Oars). The bigger the blade the more strength is required to pull it through the stroke.

In-board is the space, or distance, inside the edge of the boat. Thus one speaks of a scull having 2 ft. 9 in. length in-board, i.e., the scull is from the hand end to the button at edge of rowlock 2 ft. 9 in.

Out-board is the space, or distance, outside the edge of the boat; thus one speaks of the "out-board" length of an oar or scull, meaning that part which when in use is beyond the outer edge of the rowlock.

THE MEN IN A BOAT are known as—

Rowing and Sculling

Bow, or No. 1 in the front of boat.

No. 2.

No. 3.

No. 4.

No. 5.

No. 6.

No. 7.

Stroke, or No. 8.

Coxswain, or Cox, the man who steers.

THE STRAKES are the lengths of wood from which the sides of the boat are made.

THE STRETCHERS are boards set across the bottom of the boat directly in front of each rower's seat, against which the feet are pressed. They are in racing boats supplied with leather straps, to fasten round each foot to prevent it from slipping.

A SLIDING SEAT is one which travels on runners backwards and forwards, so allowing the oarsman to make a longer stroke than on a fixed seat.

THE SLIDES are the strips of metal fixed upon the thwart upon which the seat slides.

SWIVEL ROWLOCKS are metal rowlocks set on a swivel, so that they move in a circular direction with the oar. They are used in four and eight-oared boats, as well as in sculling boats.

SAXBOARD, the same as the gunwale.

THE "CATCH."—The instant at which the blade of the oar or scull, being in the water, commences to be pulled through.

OUTRIGGER.—An iron extension fixed at the side of boats to hold the rowlock, by means of which the rower is able to secure a very much longer leverage for the pull

Some Rowing Terms Explained

of his oar than in the case when the rowlocks are set on to the side of the boat itself.

BEAM.—The beam of a boat is its breadth.

"**FEATHER,**" or **FEATHERING**, is the action which by a turn of the wrist at end of stroke causes the blade of the oar or scull to turn flat and remain so as it passes through the air, preparatory to being dipped into the water for the next stroke.

CLIPPING is rowing a stroke short, and is usually brought about by the oarsman not bending sufficiently far forward to allow of his body coming down well between the knees at the commencement of the stroke.

ROWING SHORT, see **CLIPPING**.

ROWING OUT OF THE BOAT, also known as "slewing," "swinging out," or "screwing," is allowing the body and head to swing round in a slightly circular fashion as it goes forward and again in pulling through the stroke. This comes from a natural tendency to follow the arc traversed by the handle end of the oar instead of pulling straight through, and coming forward straight. It causes a roll of the boat, and so hinders speed.

SLEWING, see **ROWING OUT OF BOAT**.

SCREWING, see **ROWING OUT OF BOAT**.

SWINGING OUT, see **ROWING OUT OF BOAT**.

RAN DAN.—A boat for three in which the bow and stroke men pull each one oar, and the centre man pulls two sculls. This class of craft is now becoming rare.

A WAGER BOAT is a light outrigger racing sculling boat. Its name comes from the custom of professionals to row in such boats for wagered stakes.

Rowing and Sculling

USUAL DIMENSIONS.

		FROM		TO	
Length	.. ..	25 ft.	.. ..	32 ft.	
Width	.. ..	9 in.	.. ..	11½ in.	
Depth	.. ..	5 in.	.. ..	6 in.	
" forward	.. ..	3½ in.	.. ..	3¾ in.	
" aft	.. ..	2½ in.	.. ..	2¾ in.	
Weight	.. ..	22 lb.	.. ..	36 lb.	

CLINKER-BUILT BOAT.—A boat built with a keel and with the sides composed of overlapping laths running from bow to stern. This is the build of pleasure skiffs, and the "heavy boats" which a racing crew are trained in before moving into a racing boat, which consists of a smooth circular shell without any keel.

STARBOARD.—The right-hand side of the boat.

PORT.—The left-hand side of the boat.

SCUGARING.—Rowing apparently correctly, but avoiding putting in a full share of work.

A SCUGARER.—A man who, whilst rowing correctly, avoids putting in his due share of work.

"PAIR," see BOATS, page 110.

"FOUR," see BOATS, page 110.

"EIGHT," see BOATS, page 110.

BEST BOATS.—Racing boats are commonly known as "best boats" in contradistinction to heavier boats.

SPREAD.—The spread of a boat is the distance from rowlock to rowlock.

GAMBER.—The bottom of a racing boat is not quite flat from end to end. It is on a curve, being deepest at the centre and highest at either end. In giving the gamber of a boat as on page 110, one gives the drop at the centre as from the two points.

Some Rowing Terms Explained

"BACKING," or "BACKING WATER," is placing the blade of the oar reversed into the water at about the point where it would in an ordinary stroke leave the water, and pushing the loom of the oar away from the body so as to row a reversed stroke; if done at once by the whole crew, this forces the boat backwards.

If all oars on one side of a boat pull the ordinary stroke and all on the other "back," it turns the boat round.

CHAPTER II

ROWING

First lessons—The correct rowing stroke—Difference between amateur and professional style—A brief digression—Some common faults.

First Lessons.

To teach the absolute novice, who has never pulled an oar in any sort of boat, I set him to row at stroke, taking low oar myself in an ordinary pleasure boat, of course with fixed seats, for if the novice commences in any other than a fixed-seat boat, he will never learn to swing correctly. He must first know how far to bend forward, how to grasp his oar, how to bring the blade square into the water, and how to keep it square right through the stroke.

The Correct Rowing Stroke.

(1) Lean forward till the chest is between the knees, which are held sufficiently apart to allow of this, body and back straight, head neither falling forward nor pressed back, but poised so that it continues the line of the body..

(2) Keep the arms extended so that the hands grasping the oar are a shade below the level of the knees.

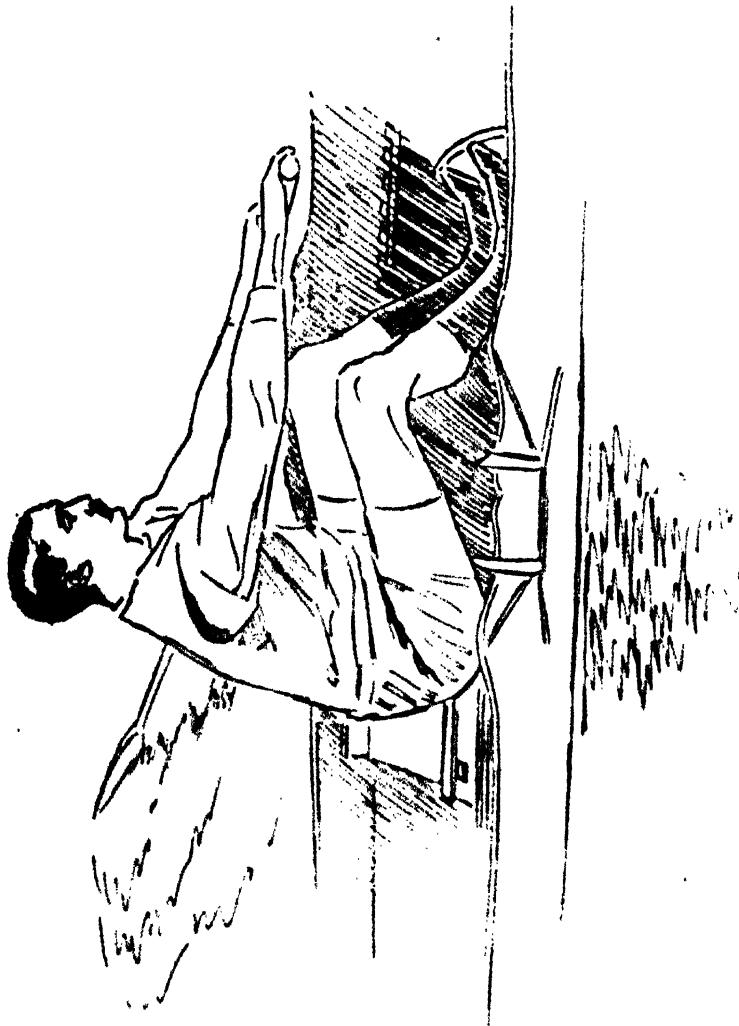


Fig. 1.

How to hold the oar.

Rowing and Sculling

(3) The oar must be lightly held with about four inches space between the hands; not tightly gripped, for a too firm grip is the commonest of all causes of overstrain on wrists and arms. The wrists must be perfectly straight. The fingers are held over and the thumbs underneath the oar.

(4) The feet must be flat and firmly pressed against the stretcher.

(5) Now by pressure of the feet against the stretcher from the legs, and a swing back of the head and body (keeping these two always in a line), draw the blade of the oar through the water until the body has passed a trifle beyond the perpendicular.

(6) Up to this point the arms have not been used at all, but now they are drawn in with as hard a pull as possible, until the thumbs touch the chest just above the abdomen, the elbows being kept close into the sides.

(7) The blade must be maintained at one depth all through the pull. The top edge of the blade should be half an inch under the surface.

Difference between Amateur and Professional Style.

In what I say here I am differing from most other descriptions of the stroke. Almost every amateur oarsman condemns this hard arm pull at the end of the stroke. They admit its necessity in sculling, but hold it unwise in rowing. This is the main difference in rowing between amateurs and professionals.

A Brief Digression.

Let me here say that the best professionals are admitted to be far faster scullers than the best amateurs.

Rowing

Though they do not meet in contest, there are frequent opportunities of observation of comparative speed during training, when the amateurs put themselves under professional coaches. The professional can nearly always "row round" his man.

In rowing it is different, for amateur crews are not often trained by a professional oarsman, and a professional four or eight has no such means as the sculler of competing with an amateur crew during practice, so that amateurs deey professionals as inferior oarsmen without any opportunity to prove whether it is so or not.

I only remember one occasion upon which a professional and amateur four had a dust up together. It was some years ago when these fours happened to be out at the same time. The amateur crew were thoroughly well trained together, and a day before had won the Stewards Cup at Henley, and contained two of the best amateurs of recent years. The professional crew were out for the second time together, not having been together for a year before this. The professionals, untrained as they were, simply walked away from the crack amateur four. One of the amateurs in the boat subsequently admitted to me that he could not account for it at all.

The hard-arm pull is certainly a most important factor, for it keeps the boat travelling between strokes.

(8) The hands must now be smartly dropped to raise the blade out of water. The wrists are bent to cause the blade to feather, and both hands are pushed as sharply forward as possible past the knee. They cannot be too quickly shot forward. The legs remain pressed down until the hands pass the knees. On a fixed seat the body only swings slowly forward, as there is no slide.

Rowing and Sculling

(9) The body now follows up forward with the slide very slowly, till the position for the start as in No. 1 is reached. This recovery of the body is the rower's easy time during the stroke, but it is the most difficult part of all to describe.

The toes pulling against their straps on the stretcher help somewhat at the start, yet it must not be made too much of a pull forward; great care must be taken to avoid bending the back or dropping the head. This forward movement is made from the hips and soon comes naturally to the rower.

(10) A slight turn of the wrists and raising of the hands brings the blade ready and into the water for the next stroke, which commences as described in No. 4 and onwards.

Some Common Faults.

Having described a correct stroke I will now point out a few faults that are to be avoided.

(1) The head is allowed to drop forward, or is held too far back. These are equally wrong; the head must always be in a straight line with the body.

(2) The arm pull is commenced too soon, before the body has swung far enough back.

(3) Rowing out of the boat. This is described on page 19.

(4) Not reaching far enough forward, the result being that the blade enters the water too soon, and so finishes its stroke before those of the rest of the crew.

(5) Being late with the blade into the water. This comes from a slovenly reach forward, pressing too much downwards upon the handle, and carrying the blade too high into the air.

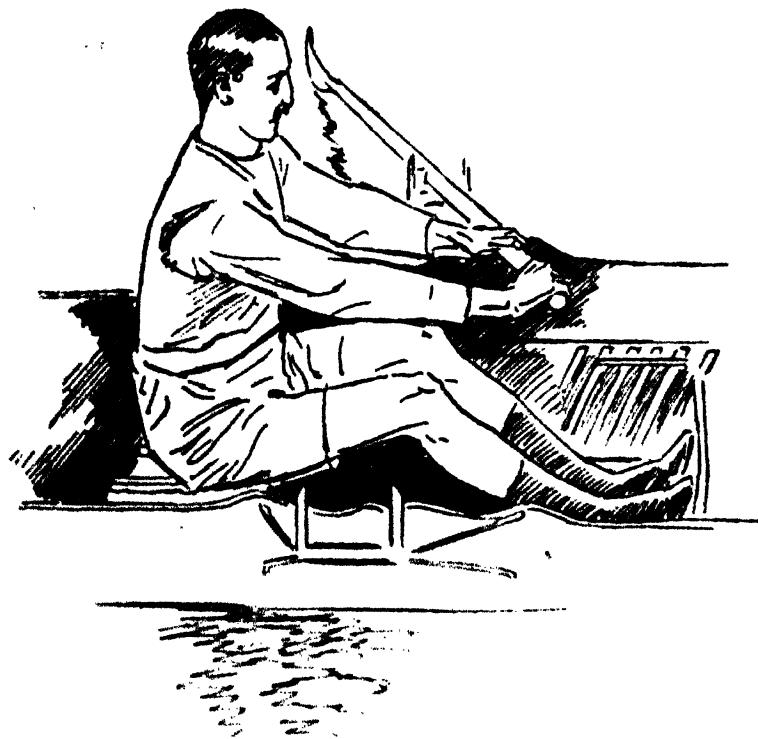


FIG. 2.
How not to hold the oar

Rowing and Sculling

(6) Commencing to slide the seat too soon, the result being that you are finished just at the time when the final strong pull of the stroke should be made.

(7) Bringing the blade at an acute or "slicing" angle into the water.

(8) Commencing to feather before the stroke is pulled right through, or the blade clear of the water.

(9) Attempting to vary the depth of the blade during a stroke in choppy water, instead of pulling it straight through even though it should not be entirely covered during a part of the stroke.

(10) Continuing to pull too long at the finish of stroke, after the blade has partially left the water, and so casting showers of spray behind and often over the other members of the crew.

(11) Not shooting the hauls forward instantly at the finish of stroke.

(12) Commencing to swing the slide forward before the arms are quite straight in front.

(13) Bringing the slide too quickly forward.

(14) Splashing as the blade enters the water. This is caused in two ways: (1) by bringing the blade to the water before the forward swing is complete, or (2) by commencing the pull before the blade is quite immersed.

(15) Not pushing forward the hands in unison. This should be so evenly done that only one click is heard in the rowlock, as though but one oar had been worked instead of eight.

The sound of this click is a very helpful factor to a crew in keeping themselves together. They should always listen to it as a sort of regulator.

(16) Swinging too far back, known as falling away

Rowing

at the end of the stroke. This prevents a smart recovery.

(17) Making insufficient use of the leg thrust in the latter part of stroke.

There are of course other faults which the coach or cox will from time to time detect and correct, but I think I have covered the commonest errors into which the young oarsman is apt to fall.

CHAPTER III

ROWING IN AN EIGHT

Machine-like uniformity—Order of entering the boat—How to step in—How to put the oar in—Order in boat arranged by weight—Some difficulties—Weights of some specimen crack crews—Qualifications for various seats—Stroke—R. C. Lehmann's opinion—No. 7—No. 6—No. 5—No. 4—No. 3—No. 2—Bow—The coxswain.

Machine-like Uniformity.

The main idea which every coach and every crew must keep in mind is to approximate the craft and its crew as nearly as possible to a machine. The eight oarsmen must move forward, swing, and pull, as one man. The boat only runs on an even keel when the men work every part of the stroke together with clock-work regularity.

One man the least fraction of time behind the others in clearing his blade or entering it in the water, causes a slight roll, and hinders the speed of the boat. The roll so caused is something like the ripple created when a stone is thrown into the water, it brings about many more, and it is some time before the boat is brought back to its true steadiness.

Here let me say that a roll of the boat can never be



Fig. 3.

Beginning of a stroke.

Rowing and Sculling

corrected by the oarsmen moving in their seats. The slightest of shoulder movements only must be made.

The Order of Entering the Boat.

The order in which the men embark in a racing eight is said to be of considerable importance, as the lightness of the construction of the craft makes a strain more than likely, if the men enter the boat in such a way as to have the weight injudiciously spread over the length of the craft, and some say the best order for the men of an eight to get into their boat is this—4, 5, 3, 6, 2, 7, 1, 8.

It is the coxswain's duty to call on each man by number when they embark, and also at each disembarkation, when the above order is reversed.

Personally I prefer the crew to get in bow first, then 2, 3, 4, 5, 6, 7, and stroke and coxswain last. This is the order which has been followed by all the University eights to whom I have acted as waterman.

How to Step in.

The boat is entered with the hands each grasping the gunwales, and great care must be taken to place one foot only on to the backbone. If the foot were placed anywhere else it would break a hole right through, for the shell, usually of cedar wood, is not more than about one-eighth of an inch thick.

Thus balancing on one foot on the keelson, with hands holding the gunwale, the rower lowers himself on to his seat. The feet are slipped into the straps attached to the stretcher, and the oar is inserted into the rowlock.

Rowing in an Eight

How to put the Oar in.

Some rowlocks have a hinged top, which is raised to allow the insertion of the oar, and closes with a catch, but usually a catgut string is fixed across the tops of the rowlock. In this case a little knack is required to get the button of the oar through the rowlock. The handle end of the oar is thrust through the rowlock from the outside, and when the button reaches the rowlock the handle is raised and worked about till it slips through into its correct position.

The boat is now pushed out from the shore by the waterman or clubmates on the bank, who push it by means of the oars on the near side.

The boat is always started with its bows against the stream, and it always comes to the landing stage in the same direction.

When it is desired to row with the stream a few strokes are rowed against it, and the boat is then turned in mid-stream.

Order of Sitting in the Boat arranged by Weight.

Opinions are slightly varied as to the best positions for the men, according to their weights in the craft. The following order may be taken as the best :—

The two heaviest men at Nos. 4 and 5.

The next heaviest man at No. 6.

Two medium weights, Nos. 7 and 8 (stroke).

And medium weights at Nos. 3 and 2.

The light weight at bow.

The coxswain should be the lightest man available, but just as an owner often finds it pay to put up a jockey of greater weight than his horse need under the handicap

Rowing and Sculling

carry, so sometimes a coxswain weighing a stone, or even two stone more than another, may prove, by his special qualifications, more valuable in the boat.

There are several reasons why no fixed rule such as the above can be adhered to in placing the men.

Some Difficulties.

(1) Good strokes are few and far between, and the one man in an eight who is fitted for this important position may be a heavy weight, or he may be a light weight.

(2) The man at No. 7 needs some special attributes as an oarsman which do not always fall into the above weight scheme.

(3) Nearly every man rows better on one side of the boat than on the other, so that it might be necessary for this reason to place the heaviest man accordingly.

(4) Good heavy-weight oarsmen are generally hard to find, for big, strong men as a general rule are not the best watermen, and do not pull with strength proportionate to their weight.

Here are the names and weights of two winning University crews, by which the reader may see how far the above scheme of weight has been adhered to, or departed from:—

WEIGHTS OF THE CAMBRIDGE CREW OF 1902.

				st.	lbs.
W. H. Chapman	..	..	..	11	1½
T. Drysdale	..	..	..	12	1½
P. H. Thomas	..	..	..	12	2
C. W. H. Taylor	..	..	..	12	8
F. J. Escombe	..	..	..	12	7
H. B. Grylls	..	..	..	12	10
J. Edwards-Moss	..	..	..	12	6
R. H. Nelson (stroke)	..	..	..	11	5
C. H. S. Washbrough (cox)	..	..	..	8	2

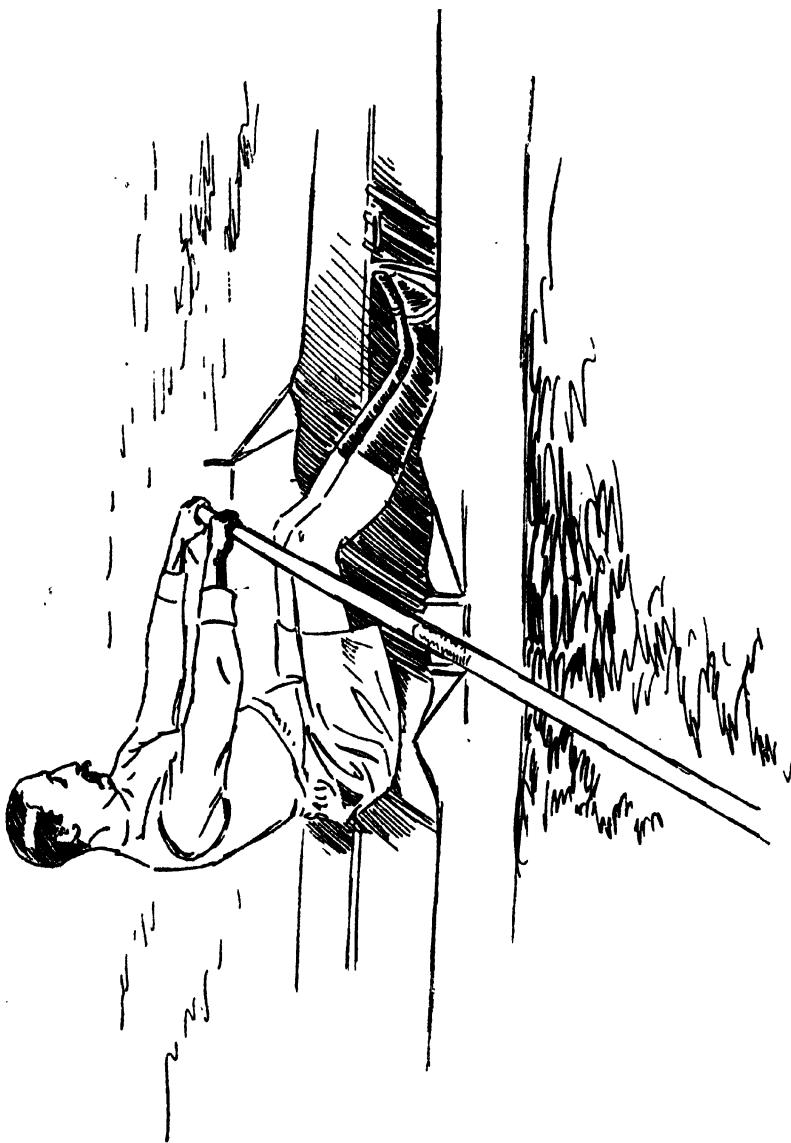


FIG. 4.
Good position; half-way through; fixed seat.

Rowing and Sculling

WEIGHTS OF THE OXFORD CREW OF 1901.

					st.	lbs.
F. O. Huntley ..	..	..	..	..	11	6½
H. Du Vallon ..	..	..	..	..	12	4½
J. Younger ..	..	..	..	..	12	12
A. de L. Long ..	..	..	..	..	12	12
H. J. Hale ..	..	..	..	..	12	11
F. W. Warre ..	..	..	..	..	12	8½
T. B. Etherington-Smith ..	..	..	..	..	11	6½
R. H. Culme Seymour ..	..	..	..	..	11	9½
G. S. MacLagan (cox) ..	..	..	..	..	8	5

Qualifications for Various Seats.

As qualifications rank more even than weight in arranging the crew, I give here a few points on what are needed for the various seats.

Stroke.

Stroke is the most important man in the boat. A good stroke can bring an indifferent crew in victorious, and a poor stroke can lose the race for a good crew.

Judgment he must possess in a high degree; dogged pluck he must certainly have, or he will never win hard-rowed races. A finished style is also essential, for it rests with him to set the style and stroke for the seven behind him.

The best weight for a stroke is from 11 to 12 stone. A lighter man will not often have the "force" to carry his crew with him. Over 12 stone a man is apt to be too slow, and few very big men are stylish oarsmen.

There are, of course, exceptions. Mr. Lehmann in his Isthmian Library volume, *Rowing*, says, "For stroke I like a man of not more than twelve stone. A few good strokes, e.g., the late Mr. J. H. D. Goldie, have topped this weight by a few pounds. But a real heavy weight is almost invariably slow, and lacking in initiative when

Rowing in an Eight

placed at stroke, although, in the middle of the boat, with another man acting as fugleman for him, he may be able to row perfectly well at any rate of stroke that may be set to him. A long-backed, supple-jointed man is of course best, for the short-backed, long-legged man invariably has trouble in clearing his knees, and consequently develops faults of style which it is hard to eradicate, or even to reduce, when he has no model in front of him.

"These faults will therefore exercise a very deleterious influence on the rest of the crew. As to temperament, I should select a good fighter, a man, that is, who would rather die than abandon the struggle, and whose fiery, determined nature does not exclude perfect coolness and mastery over himself when a crisis calls for resource."

His judgment must be shown in setting such a pace as can be kept by *all* his crew. He is often tempted to increase the speed during a race, when to do so would mean that after a minute or two's spurt several of the crew would be "curled up," and become almost cargo for the rest of the race.

No. 7.

The man at No. 7 has a position but little removed in importance from that of stroke. He is, so to speak, the "stroke" of the bow side of the boat. The way in which No. 7 backs up and follows stroke does more than anything else to make or mar the style of the whole crew. No. 7 must be a man who will not be rowed all out, however trying the race. A man of medium weight generally proves best at No. 7. thwart.

Rowing and Sculling

No. 6.

No. 6 must be both a powerful and a stylish rower. On his side of the boat he comes next to stroke, and must be able to detect and follow him in every slightest change. A heavy weight does well at this post.

No. 5.

Strength and weight the greatest requisites for No. 5.

No. 4.

Here again strength and weight are essential.

No. 3.

No. 3 may be a heavy weight if the crew is particularly strong in this direction, but a medium weight who is quick is better suited to this position.

No. 2.

A quick medium or light weight is wanted here.

Bow.

Bow must be a stylish and sound oarsman of light weight. He has more to throw him out of his stroke than any one else in the boat. The movement of the boat is felt more at this seat than anywhere else. He meets rough water or a gust of wind first, and upon how he overcomes the sudden difficulty depends to a considerable extent how the rest of the crew will shape. Many of the best strokes graduate for that position of honour from bow.

The Coxswain.

As he is not an oarsman, and has duties entirely different from any other member of the crew, I assign the coxswain a chapter to himself.

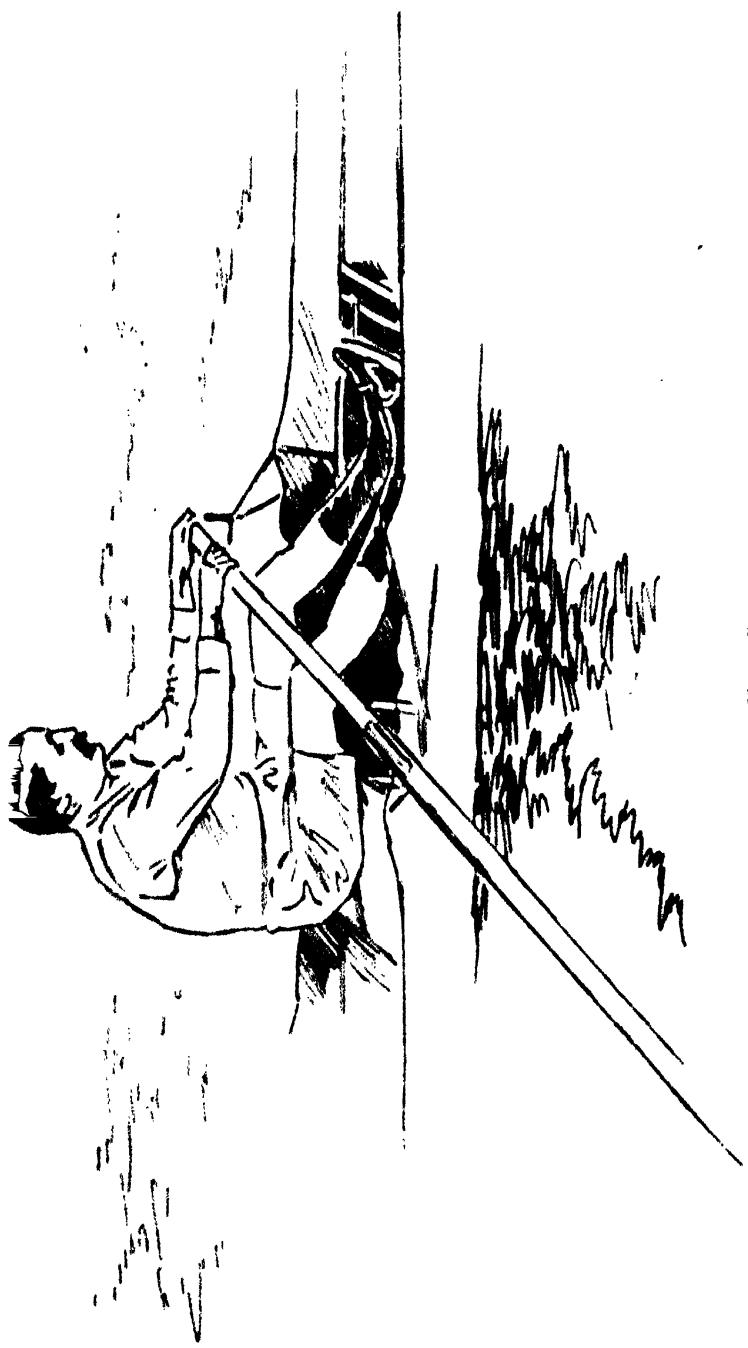


FIG. 5.
Bad position; halfway through; fixed seat.

Rowing and Sculling

When it is necessary to turn, the cox calls "Easy all," then if turning on the port side says " Bow and 3 paddle," "stroke and 6 back." If the turn is to starboard, "2 and 4 paddle" and "5 and 7 back."

This paddling and the backing is done alternately, not together, lest the fragile boat should be strained.

The cox must warn the crew on any occasion when the oars may be in danger of striking anything.



FIG. 6.
Bad position; half-way through; sliding seat.

CHAPTER V

ROWING IN A FOUR

Difference between fours and eights—Coxswainless fours—The steering.

Difference between Fours and Eights.

THE fewer oars that there are at work on each side of a boat, the less there is to maintain the balance and keep her on an "even keel," though of course a racing boat actually has no keel, but is a circular shell. Thus it is that faults of style which unsteady and so hinder the way of the boat are more felt where there are fewer oars.

On this account a more finished style of oarsmanship is required in a four. Strength and weight, which in the centre seats of an eight may be most useful, lose their value in the four unless allied to perfect style.

The Steering.

There are fours with a cox and coxswainless fours. In the latter one of the oarsmen must steer. An arrangement which allows of this is fixed so that one foot controls the rudder by means of strings and wires running over pulleys to the stern.

It can be managed that any member of the crew steers,

Rowing in a Four

but it is usual to allot this task to bow. It is easiest for him in a backward glance to take in the course and position of opponents, if they are leading.

The bow oar can also use a considerable control by means of an extra hard pull with his oar, or the reverse, to assist the rudder, or in some cases can even dispense with its service.

If, however, bow be not a sufficiently safe oar to allow of his giving attention to anything outside his own rowing, then some one else is deputed to steer.

Only in the case of a superlatively good man is it wise for stroke to undertake this task. There have been instances, however, of strokes making most successful "cox's" in coxswainless fours.

CHAPTER VI

ROWING IN PAIR-OARED BOATS

The most difficult craft—Balance—Equality of oarsmen necessary
—Steering.

The most Difficult of all Craft.

ONLY the best of oarsmen, who combine watermanship and perfect style, need aspire to success in a "pair-oar."

In fact the novice, who has only had some little experience in an eight, will as likely as not bring about an upset in the course of his first attempt in a pair-oar.

Balance.

The boat is not much larger than a sculling waver boat, there are only two oars with which to maintain its equilibrium, and these are not in a straight line opposite to each other, but one is some four feet behind the other, so that the least error of time in a blade's entering the water or leaving is sufficient to set the boat "a roll," and gross negligence will insure both oarsmen a ducking.

Equality.

A heavy man and a light one have much more difficulty in working together than in a four-oared boat, for

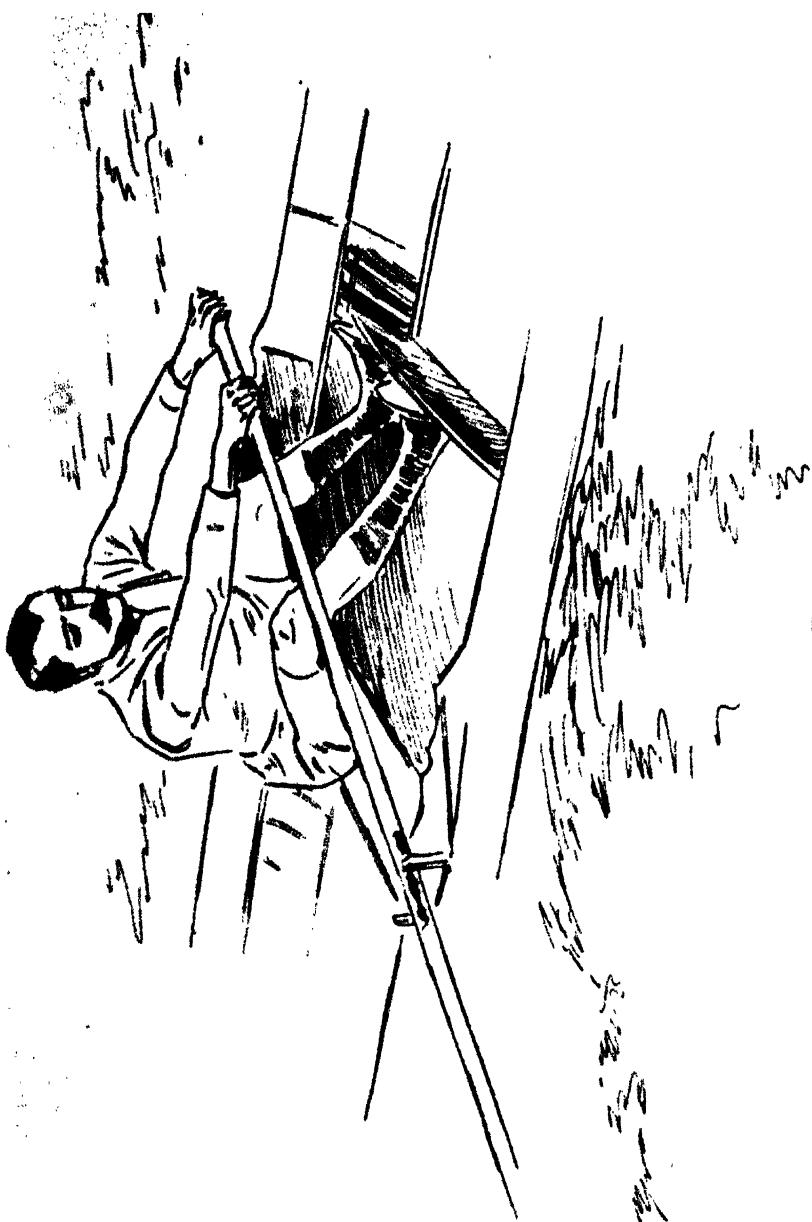


FIG. 7.
A burch; fixed seat.

Rowing and Sculling

equality of strength of pull is an absolute essential. If one puts in more power than the other the boat rolls, and an erratic course is made, which means loss of speed, as well as a longer course.

The Steering.

The boat is guided on its course by the two rowers. Either one pulls harder or easier according to which direction is desired. The bow oar watches the course and tells his partner in case of need to easy or pull hard as the need may be, but he can in most cases of a slight alteration of course manage the steering entirely by means of his own oar. In turning, one pulls and the other backs.

CHAPTER VII

SCULLING.

Balance—Watermanship—The beginning—Choice of boat—Importance of correct rigging—The stroke—Steering—Resting—Sculls overlapping—Starting—Rate of stroke—The pleasure of sculling.

SCULLING is an art quite apart from rowing.

The uninitiated can see very little difference, but the experienced oarsman knows it well.

Balance.

Success in sculling depends more upon a fine sense of "balance" than upon anything else. This consists of an almost unconscious ability, not only to detect the slightest lapse from an even keel, but to be able to set things right without effort, and without disturbance of one's stroke and power of forward propulsion.

It is not the boat of the man who puts the greatest strength into his work that travels fastest, it is the craft of him who keeps an even keel all the way, and yet brings a measure of strength into and all through each stroke, which wins sculling races.

Watermanship.

In the advice which follows I assume that the reader has had a preliminary grounding in tube and sliding seat

Rowing and Sculling

outrigged rowing boats, for it is essential that the would-be sculler should acquire the rudiments of watermanship, before he aspires to tackle a sculling boat. Next to balance good watermanship is the most essential quality and qualification.

It is not easy to put upon paper any exact definition of "watermanship." Suffice it to say that it is by practice upon the water alone that the hundred and one little items which go to make the good "waterman" can be acquired.

The Beginning.

The best way to start learning to scull is to scull in a double sculler with the best sculling man you can meet with. I always put beginners into such a boat, with myself at bow. There is nothing better than this, for they thus pick up a grounding in correct style before having to tackle the many difficulties which arise as soon as they are independent and alone; and one does feel a very great sense of loneliness and responsibility upon embarking the first few times in a racing boat.

In rowing the responsibility is shared amongst the other three or seven as the case may be. The correct action of the majority in the boat counteracts any such slight mistakes or lapses from correct style as the best of us is liable to make at times.

In sculling one immediately feels the full effect of the slightest slip, and there is no comrade to rely upon in setting matters right.

In racing one can take no easy, however slight, without the pace dropping, for there are no other sturdy athletes lending their quota to the propulsion of the boat.

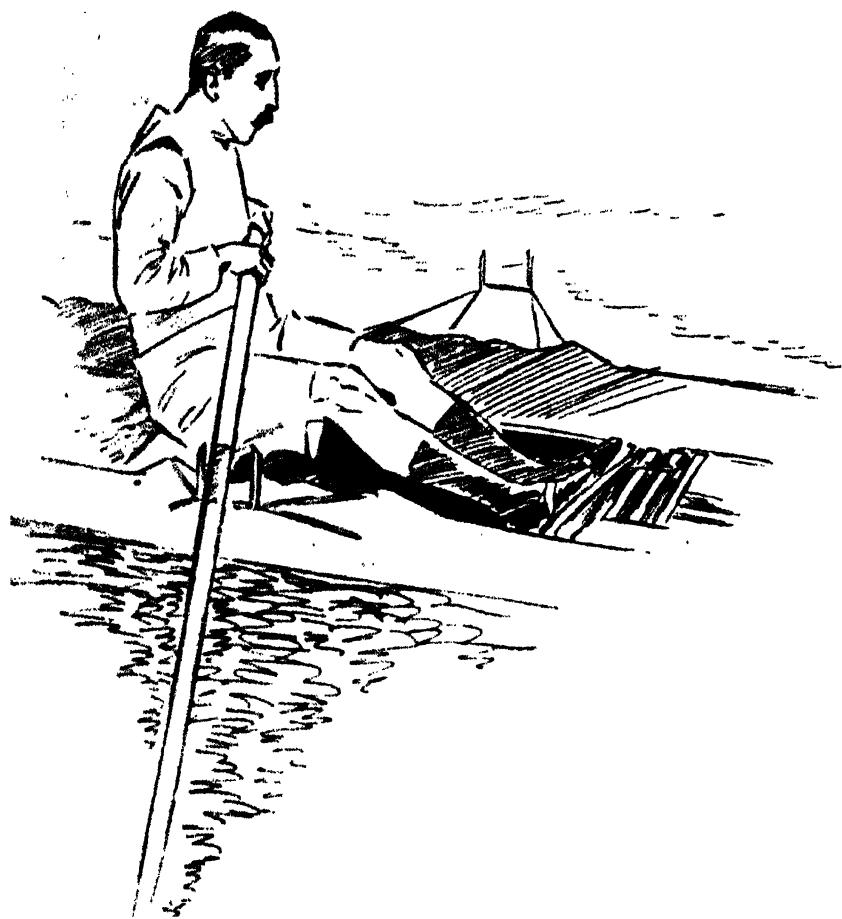


Fig. 8.
End of a stroke: fixed sec

Rowing and Sculling

Choice of Boat.

From what has been said about the importance of balance, the reader will naturally infer that it is highly necessary for the sculler to be fitted with a boat that suits him. In most books upon this subject a scale of size of boat according to height and weight of the sculler is given; but I do not believe that it is possible to fix such a scale. Only an expert sculler on the bank can tell whether a man is "fitted" or not.

Importance of Correct Rigging.

Here let me point out that the "rigging" of the boat is more often responsible for a misfit than the boat itself. Many a well-known sculler has complained to me of his boat, when it has only been its rigging that was amiss.

I would advise the beginner to seek the assistance of an experienced waterman in the choice of a boat for his practice.

The Stroke.

The stroke in sculling is, so far as the body and leg action, the same as in rowing. It differs only in that each arm pulls a scull.

The principal difficulty is to pull each scull evenly, that is to say, at an equal depth in the water, and with equal power, so that they start and finish together.

Steering.

The sculler, further, is his own coxswain. If he knows his water thoroughly, he will in a race, when the course is kept clear, be able to steer almost entirely by the objects at the side and in front of him, but when it is necessary

Sculling

to look behind, it is most important that this should be done without loss of the equilibrium of the boat. To this end he must turn his head only without moving the shoulders or body at all.

Resting.

When resting for a moment the sculls must be kept at right angles to the boat, with the blades lying flat upon the water.

Sculls Overlapping.

The ends of the sculls will be found to overlap, hence the sculler must decide which hand he will draw in over, and which under the other. There is no accepted choice in this matter, and each must choose whichever seems most convenient, but it is not wise to vary this habit, as each hand gets accustomed to its position and pulls rightly in it. A reversal of positions causes a certain unevenness of work, at any rate for a few minutes until the hands become used to the altered positions.

Starting.

The wager boat is started against stream. The nose is pointed well out from the bank, and usually some one on shore holds the inner outrigger whilst the sculler gets into his boat. He first slips the outer scull through its rowlock, and draws through the button, and then the inshore scull. By carefully pushing on the blade of this inner scull, taking care to keep it only just above the water level, the assistant starts him off.

Here, however, is a different and better way of starting. The sculler places his boat in the water and

Rowing and Sculling

slips *both* of the sculls into the rowlocks and holds the handles together in his right hand as he steps with his right foot straight into its strap or clog on the stretcher, and sits on the seat, giving a push off from the landing stage with the left foot, before he draws it into the boat.

This method not only dispenses with an assistant, but it saves the strain on the light craft which is caused by an assistant holding it steady by the rigging as the sculler steps in. The novice, however, cannot possibly start right away by this method, as he must be quite accustomed to the ways of a wager boat before he attempts to start himself.

In coming in, the sculler always approaches the landing stage with nose against stream.

The Rate of Stroke.

One can scull at from 20 to 40 strokes a minute.

About 25 strokes a minute is a good practice rate, and 30 to 32 enough for racing, though there are times when in a spurt one may reach 38 or 40.

It is not of necessity the quickest stroke which carries the boat along fastest. It is the even, strong, sustained, well-started, and well-finished stroke that tells.

The Pleasure of Sculling

There can be no doubt that sculling in a wager boat is the pleasantest of all forms of rowing.

The springiness of the craft, the lightness, the instantaneous response to the lightest touch of the scull give a sense of delight unequalled, nay, unapproached, in any other craft.

It takes far longer to become a really good sculler

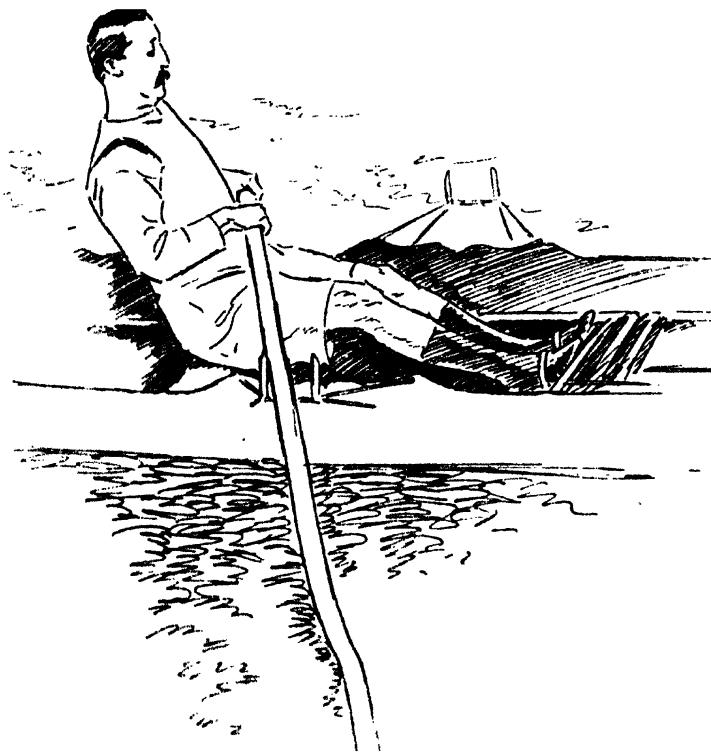


FIG. 9.

Good end of a stroke; fixed seat.

Rowing and Sculling.

than it does to become a first-rate oarsman, but enough to scull for pleasure may be picked up in a month or two by even a novice, and I cannot too strongly recommend this form of rowing to my readers. One is always able to suit one's own time for a spin; there are no other people's conveniences to be studied. One is free to row as far or as short a distance as is desired. To any who doubt me, or think that this strong praise is partiality due to its being my own particular branch of watermanship, I say try it for a month next summer, and I know you will remain a devotee so long as the water has any fascination at all for you.

CHAPTER VIII

THE RULE OF THE WATER

THERE are no standard rules of the water to correspond with "the rule of the road," but the following, which are given by the Editor of the Rowing Almanack, are sufficient to meet most positions which will confront the average oarsman.

(1) A row boat going against the stream or tide should take the shore or bank—which bank is immaterial—and should keep inside all boats meeting it.

(2) A row boat going with stream or tide should take a course in mid-river, and should keep outside all boats meeting it.

(3) A row boat overtaking another boat proceeding in the same direction, should keep clear of the boat it overtakes, which should maintain its course.

(4) A row boat meeting another end on in still or open waters or lakes, should keep to the right, as in walking, leaving the boat passed on the port or left side.

(5) A row boat with a coxswain should give way to a boat without a coxswain, subject to the foregoing rules in so far as they apply.

Rowing and Sculling

(6) A boat towing with stream or tide should give way to a boat towing against it, and if it becomes necessary to unship or drop a tow line, the former should give way to the latter; but when a barge towing is passed by a pleasure boat towing, the latter should give way and go outside, as a small boat is the easier of the two to manage, in addition to which the river is the barge's highway.

(7) A row boat must give way to a sailing boat, the motive power being more under control.

(8) When a row boat and a steamer pass each other, their actions should, as a rule, be governed by the same principle as on two row boats passing, but in shallow waters the greater draft of the steam vessel should be remembered, and the row boat should give way to her.

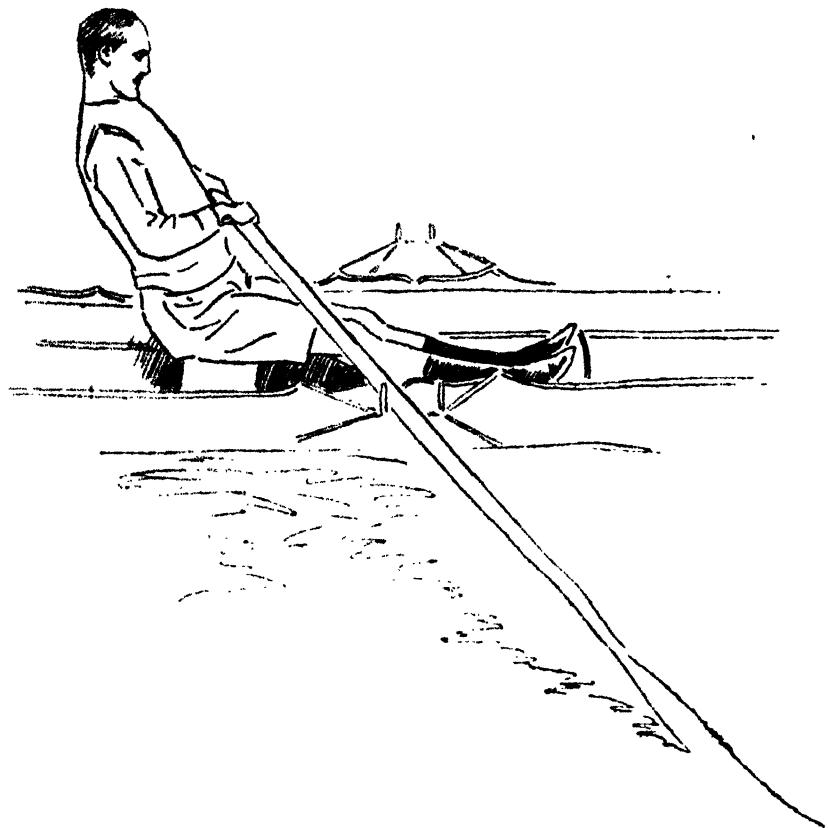


FIG. 10.

The end of a stroke; fixed seat.

CHAPTER IX

TRAINING FOR ROWING

Winter work—Time in strict training—Diet and exercise—A day's routine—Food—Drink—Staleness—Blisters—Boils—Clothes.

BEFORE describing the actual routine of training for the few weeks before a race, I should like to express as strongly as possible my opinion that a rowing man, and particularly a sculler, should not confine his preparation entirely to the strict training period. He should keep himself fairly fit all through the winter, if he desires to be at his best in the spring and summer.

Winter Work.

To this end he should row leisurely once or twice a week if convenient, and practise ball-punching, skipping, and Indian clubs.

Indian club swinging is possibly the best of exercises for oarsmen during the winter months.

Time in Strict Training.

The length of time requisite for the strict training of a crew or a sculler varies according to the condition of the men. Those who keep always what may be termed half fit

Training for Rowing

will be able to do in several weeks less than those who have time to give themselves full rein, and to take up more of athletics till the next spring.

A sculler always requires longer training and practice than a crew.

The average time in which an "eight" should be strung up to racing pitch is

- From 5 to 8 weeks;
- A "four" 7 to 10 weeks;
- A "pair" 10 to 12 weeks; and
- A "sculler" 14 to 16 weeks.

Diet and Exercise.

I believe in feeding well during training, the most important matter being that the right sort of food is taken.

An extra amount of muscle is added to the body at such times, and frequent exhausting efforts have to be gone through which consume the tissue of the body more rapidly than is the case in ordinary everyday life. This wastage has to be regularly replaced, and the food consumed accomplishes this end.

I advise three good meals a day, but perhaps it will be well to give a day's routine before going into the food question.

A Day's Routine.

Turn out of bed at 6.30, certainly not later than 7 o'clock. No cup of tea before getting up, nor immediately after rising, as this is most detrimental. To those who are accustomed, as I suppose most of us are, to the morning cup of tea, I would recommend a hot cup

Rowing and Sculling

of Oxo as a substitute. This will be just as refreshing, and will give strength instead of doing mischief.

Before breakfast walk from two to three miles slowly. No ball-punching exercises or dumb-bells should be practised during actual training. Walking and the boat will do all that is required.

Breakfast at 8 o'clock; after breakfast walk about three miles before rowing. The tide will, as a rule, determine the time of the boat practice, which will be somewhere between 10 and 12.30 o'clock. This should occupy from half an hour to an hour. After practice stroll about till lunch.

Lunch at 1 o'clock ; after lunch an hour's rest in an easy chair or on a sofa, reading or playing some table game, or chatting. In very hot weather there is no harm in falling off into a dose during this hour.

Tea : A cupful of weak tea at 4.30. No solids and not more than a cup and a half of tea.

Second practice row: The time on a tidal water must of necessity depend on tide, but the best time is between 4.30 and 6.30.

Dinner or supper at 7 o'clock ; after dinner a five or six mile walk.

Bed at 10 o'clock sharp.

Food.

The food at meals should be just whatever one fancies so long as it is plain and wholesome. Perhaps it is easier to tell the few things which are forbidden, than to enumerate what may be taken.

Pork, rabbit, hare, venison, and boiled beef are not allowed. Potatoes must be sparingly partaken of.

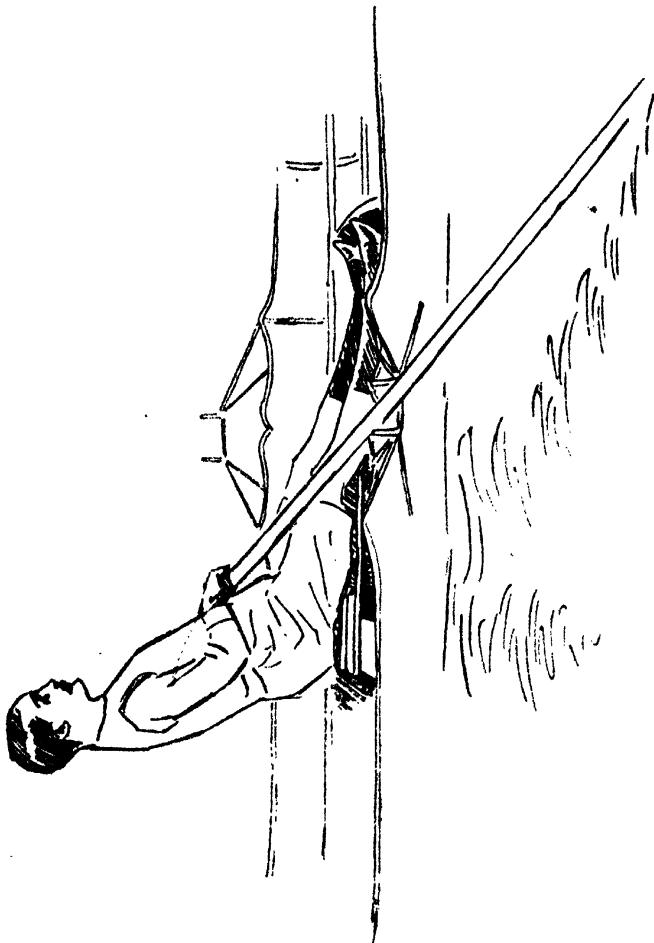


FIG. 11.
The end of a stroke; sliding seat.

Rowing and Sculling

Bacon, shell fish, suet puddings, pastry and cheese complete, I think, the list of banned foods. Butter should also be sparingly taken. If an oarsman or a crew are showing signs of weakness or staleness a good strong soup may be included in the last meal of the day, or a cup of Oxo and a biscuit taken either in the morning or afternoon.

Drink.

Three half-pints of ale a day are, I think, the best and sufficient drink for a man in training. The 'Varsity crews include a glass of port after dinner, but I think this is a mistake.

If any man or a crew seems low or stale I advise soup, as above, and an extra half-pint of old ale for a day or two, or a glass of champagne on three days in a week.

Staleness.

The best of athletes and the finest of crews will often "go stale" at about the third or fourth week of strict training. They need not be alarmed; this is only to them what the period of distress is to the runner just before he gets his second wind.

In addition to the extra food and drink above mentioned two or three days very light work—half the walking, and only a few minutes a day in the boat—will pull them together, and bring them to a better condition than before.

Staleness at the end of training, say two or three days before the race, is much more serious, but can be cured in a well-trained crew by a trip for a couple of days or a week-end to the seaside, with, of course, no rowing during this rest.

Training for Rowing

Blisters.

Almost every oarsman will, in the early days of training, suffer from blisters. These should be pricked with a needle and drained of fluid, and during the next row or two the oarsman should have a little piece of soft white flannel or a linen pad to hold between the blister and the wood of the oar.

Boils.

If there is any weakness or impurity in the blood a hard course of rowing will generally bring it out in the form of a boil or boils. A little less meat and more green vegetables for a few days, and easier work during the time, will cure this. In a very aggravated case it is best to take medical advice.

Clothes.

The clothing of the oarsman consists of light shoes, fairly thick woollen socks, pants, and vest of merino or silk, and a woollen sweater and muffler. The sweater and muffler are worn until the seat is taken in the boat, and discarded before rowing actually commences. They may be donned again whilst in the boat if there is to be a wait, or an easy paddle of any length, to avoid catching cold, for this means that a man must leave his seat in the boat and lie up for a day or two until it is cured.

CHAPTER X

PUNTING

To most people the mention of punting suggests a shady bank and laziness, and possibly a mild summer flirtation. No doubt the majority scarcely regard punting as an athletic sport, but there is a body who take it seriously, *The Thames Punting Club*. This club has upon its committee some of the best-known oarsmen of late years—Messrs. W. H. Grenfell, Guy Rixon, and others. Its rules, some twenty-four in number, are not dissimilar to those of the A.R.A. Under its auspices is held an annual Punting Regatta at Shepperton, opposite the “The Ryepeck.” Its rules also govern the competition of the various punting races at other up-river regattas.

At its own Regatta, which usually takes place at the end of July, the Amateur Championship is contested. The club also organises a Professional Championship and a Professional Handicap.

Learning to Punt.

Punting cannot be taught in a book. Practice alone can teach the beginner to make his punt do other than circle round and about in unexpected and uncontrollable

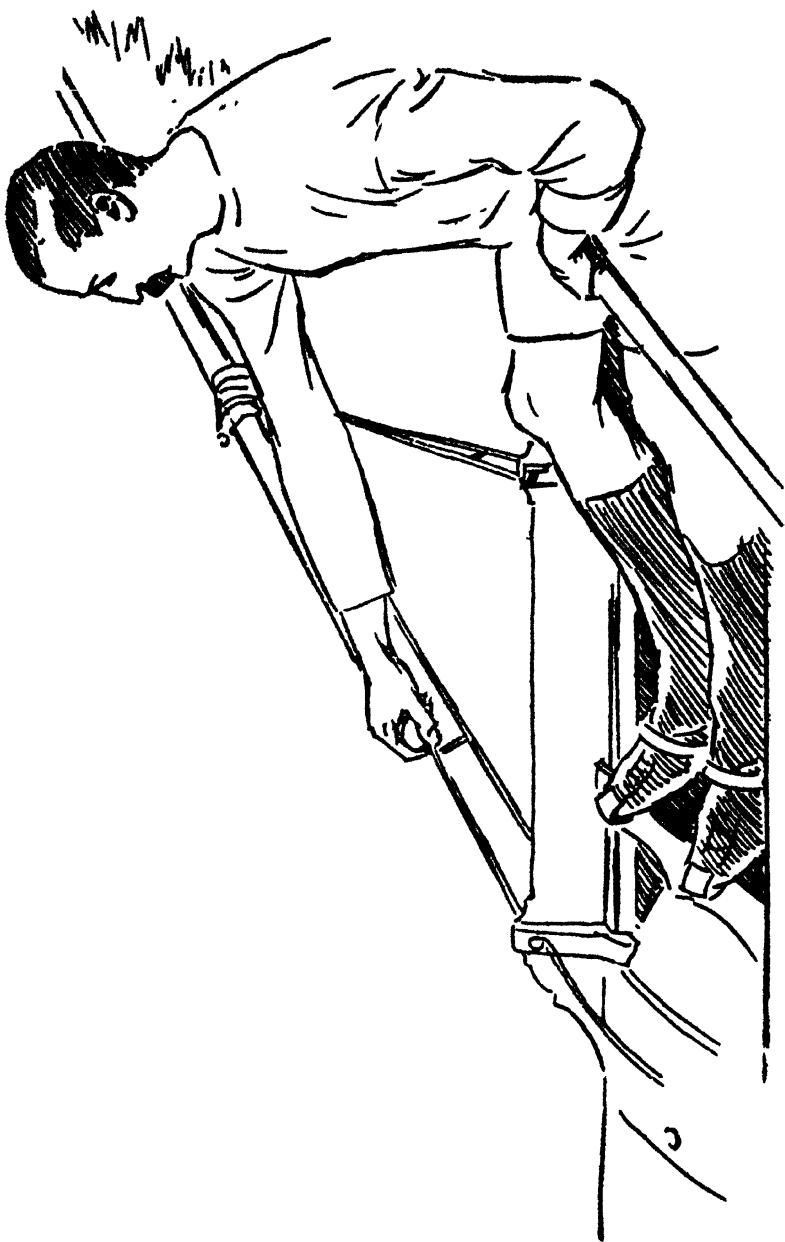


Fig. 12.
How to hold the scull.

Rowing and Sculling

fashion. I would advise him to go out once or twice with almost any of the up-river watermen, who for a trifle would help him through the initial difficulties, and give him some useful tips.

For such as may not have opportunity to do this, the best general rule which I can give here is that the left hand, which holds the pole lower down than the right, does the controlling of the punt in its course. The right hand and arm put in the power which forces the punt forward.

Punting a Modern Art.

Punting, one of the most enjoyable of river sports is practically a modern pastime. Fifty years ago the pleasure punt was a thing almost unthought of, though several flat bottomed boats were used by river fishermen ; to-day at any regatta the river is crowded with this form of boat.

Its Advantages.

The punt has certainly one great advantage over all ordinary gigs in that the worker faces the direction in which he is going.

As a boat for picnic parties the punt is an ideal vessel ; true, it is not so speedy as an ordinary gig, but taking into consideration the question of accommodation and comfort, the punt is easily first favourite.

The probable reason why punts are used so much at regattas and at race meetings is because they take up least room of all, and the experienced punter can move about easily in his limited space.



FIG. 13.
How not to hold the scull.

Rowing and Sculling

Old Punts were Clumsy.

Although punting for pleasure is comparatively a modern pastime, punts are by no means a new invention. The old specimens at the best, however, were clumsy vessels nearly four feet wide in the broadest part.

These old punts were fitted with "wet-wells" for the keeping of live bait. The "wet-well" is really a long box running across the punt the ends of which are gratings, to allow water to flow through.

Pleasure punts also will be found with these wet-wells, which are often very handy.

The Modern Pleasure Punt.

As punting has come more and more into favour now attention has been paid to the punt. The width has been decreased, and generally shape and style have been improved. The regulation punts built by the Thames Punting Club (1891) for use in handicaps measured 28 ft. in length, 2 ft. 3 in. in width, and weighed 1 cwt. 2 qrs. 21 lbs.; but even these are rather out of date, for dimensions have altered since then.

Various Dimensions.

In pleasure punts, and even in racing punts, the dimensions vary considerably, the owner's taste being the only real guide. Recent winning punts have all measured somewhere near 34 feet in length and 14 inches in width. Pleasure punts are of course built with greater width, and the length is generally decreased.

Racing Punts.

I shall deal here chiefly with the racing punt, as I hope

Punting

my pupils will attain such proficiency as to enter for competition in some of the bigger punting races.

I have given the length and width of the racing craft, approximately only, of course, as the owner's or user's physical condition will guide him in these matters. Now we must consider the question of open space. This again varies, one expert will have but 8 ft. 6 in. between the canvas, though the tendency has been to have this considerably decreased in the last few years. All punts are canvased at both ends, in order to keep the water that drips from the pole out of the boat. Naturally the punt must be canvased as far as possible, but plenty of room must be allowed for working in.

Every racing punt is fixed with spare pole holders, made of iron and fitted along each side at the ends of the open space. It is always best to carry a spare pole, in case the one in use should snap, or by some chance be lost. The novice in his first lessons is not at all unlikely to lose his pole, for in the first stages he will probably think more about his balance than anything else.

Choosing a Pole.

We now come to the question of poles, and how to choose one. I may say at once that the punt pole is a very deceptive article, and until actually tried cannot be trusted to turn out a success.

They are generally made from deal, or shaped from the larch tree. A good natural pole is perhaps desirable, but a well made article is quite as good.

How to test it.

How is the amateur to test the pole? Well, I can only say that a good pole should be stiff and straight,

Rowing and Sculling

and free from all notches and knots. There is the question of balance to be considered also; a very important point is this to the punter. With a little experience the novice will learn that no two poles were ever made alike, and certainly in the shop it is hard to select the best article. It will be found sometimes that after a little use all the straightness will depart from a pole, or it may be the stiffness will have gone. In this case, as in many others, experience is the only guide. Of one thing the novice may be certain, that a weak or crooked pole will not favour good punting.

Its shape.

Each pole is shod with an iron shoe having a V or U shaped prong. Perhaps of the two the V shaped prong is the best, as it is less likely to hold any stones picked up from the bed of the river.

The Care of the Pole.

Having obtained your pole, the next important thing is to know how to keep it. If it is to be put away for some time, it is best to give it a coat of varnish—only a light coat. When required for use a piece of sand-paper will remove the varnish where necessary.

Now as to laying a pole down. Do not place the two ends of the pole upon benches and allow no support for the centre; if you do so, the pole will probably sag and warp. A support should be placed near the middle, or, better still, laid on a concrete or level floor. It must also be remembered that heat will warp any length of wood, and consequently a room exposed to the sun is not a good storing place for your pole.



Fig. 14.

Bad beginning of a stroke.

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Its length and size.

The length of the pole will of course be determined by the depths of the river on which punting is to be done. It is hard to say what length exactly the pole should be; the average is about thirteen feet. The circumference of the pole will vary say from $4\frac{1}{2}$ inches at the thick end down to $3\frac{1}{2}$ inches at the handle or thin end. A good pole should balance about 5 feet from the iron end, and should weigh about $4\frac{1}{2}$ lbs.

There is one thing to be remembered, that any pole will not suit any punt. The lighter the punt the lighter the pole. To use a light pole with a heavy punt means spoiling the pole.

HINTS TO BEGINNERS.

Things often are not what they seem, and the uninitiated who may have watched a graceful punter may be led to believe that the art of punting is the easiest thing in the world to learn.

To disprove this a novice has only to get into a punt and with the aid of the pole try to travel in a straight course along the stream. If he is not very careful he may find himself clinging to his pole alone, the boat having suddenly disappeared; or may be, if able to keep in the punt, he will find that his vessel, like the Irishman's pig, will go in any direction but the one desired.

The Correct Position.

The first point is to stand correctly in the punt. The punter should stand about the centre of his punt, as from this place only can full speed be obtained. I shall instruct the novice with his right leg forward,

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as I think this is the position he would choose for learning.

The right foot, then, should be placed squarely and firmly against a knee on the side of the punt, where it will not slip. The beginner may obtain a racing punt in which special non-slipping stops have been placed, and it may be as well to practice with these at first. The left foot will come at a distance of about twelve inches straight behind the other. The toes of both feet will, of course, be making a rather acute angle with the side of the punt at the beginning of the stroke.

First Lessons.

The pole must be dropped down into the water about two inches behind the left foot. The punter's body is turned to face in the direction he intends to go, and his arm must be stretched straight to a point above his head, where his hands must grasp the pole. The hands on the pole should be about six inches apart.

The right leg will in this first position bear the weight of the body, and the right knee should be slightly bent. The left leg is stretched straight out and the punter will, if his position is correct, be standing on the toes of his left foot.

If the left foot is kept quite flat the reach of the left arm is considerably shortened, and consequently much power will be lost. It must be borne in mind that both arms must work, and if the body is properly set, each can be made to do its proper share.

The body must be properly balanced, and when ready to pull there should be no swaying from side to side. The object of having the right knee bent is to keep

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the body firm in its position, as well as to carry the weight.

Pulling Down.

The novice is now ready for the pull. This should be straight down the pole, and care must be taken that there is no pulling into the boat or pushing out over the water.

This pull down brings the hands in front of the body just about half-way through the stroke. When the hands reach this position the body must begin to turn towards the stern, and the commencement of the push must take place. The hands still keep their same course, but instead of pulling down, push out, thus completing the stroke. When the stroke is complete the left arm will be perfectly straight, having made a "full reach."

It must be noticed that in the second, or shall I say push part, of the stroke, the weight of the body turns on to the left leg and the right leg stretches out as the stroke continues. In the middle of the stroke the weight of the body is shared equally by both legs, which will be slightly bent. At the end of the stroke the left knee only is bent, and the right leg, with heel slightly raised, will be straightened.

An Important Point.

One great thing for the novice to remember, and he will ruin his style if he does not bear it in mind at the very outset of his lesson, is that from the time his hands grasp the pole above his head until the left arm has obtained its fullest reach in the push he is only com-



FIG. 15.
Correct beginning of a stroke.

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pling one stroke or one motion. Although it is necessary to describe it in three separate portions, it must be clearly understood that the motion continues uninterrupted from beginning to end. The pupil is simply learning to complete one motion composed of three parts. I lay particular stress upon this point, because if proper attention is not paid to this matter, jerky and uneven punting will result.

The Feet.

As yet we have said nothing in regard to the movement of the feet during the stroke. As the punter is pulling down, his left leg is moved back ready for the push. The leg need not be raised very high, but just enough to allow of clear movement. How far back it should be placed the punter must determine for himself, bearing in mind the fact that he has to come back easily on to the right foot again.

As the left foot touches ground to receive the weight of the body, let the toes "find the floor" first, then as the body comes round the foot goes down slowly under its weight.

The right, or forward foot, with the push towards the stern comes slightly round, and keeps flat upon the ground until the right leg is practically straight. To aid the right shoulder in its reach the heel of the right foot, as we have said, is slightly raised.

- Smooth Movement Essential.

In these movements of the feet there must be no clumsiness or jerking. In such a vessel as a punt the least clumsiness causes rocking or rolling, which means that it will not keep a straight course.



FIG. 16.
Fjet on the stretcher in clogs.

Rowing and Sculling

The Recovery.

The next important step in the art of punting is the recovery, and neatness and general good work are here most essential. A punter who has done a good stroke will, if he makes a bad recovery, spoil all his endeavours, for his craft will go rocking about all over the place.

The End of the Stroke.

When the end of the stroke has been reached the right hand should be ready to pull the pole back through the left hand to a certain point. It is impossible to fix the distance absolutely, as the length of the pole and of course the depth of the stream will have to be reckoned with. It is perhaps best to say, let the right hand draw the pole back until the hand is well past the body. The left arm will still be extended straight out. The left hand will now catch firm hold of the pole and throw it up over the right hand, which catches it ready to lift it out of the water.

The Recovery.

When the right hand has caught the pole after the throw-up, the pole is lifted by it out of the river, and passed along ready to be returned to the water; the left hand, as the pole passes across, joins in holding it.

As the pole is recovered, the body and legs come back to the original position for the beginning of the stroke. The body swings back and the left leg (with the throw-up) is brought up to the old position. The right foot of course has not moved from its position, although altering its direction. When the pole is ready to be dropped into the water, the body and shoulders will face the direction the punt is going.

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Mistakes.

Throughout the stroke an eye must be kept on the head of the punt, especially just before the recovery, for it is then that the steering of the boat takes place.

There are some very bad mistakes the amateur is likely to make when recovering, all of which means loss of time or loss of speed.

Another possible mistake should never happen if my instructions are followed out, but it may be that by picking up his pole hand over hand fashion the amateur has got his left hand at the top. The right hand should always be at the top of the pole when punting right foot forward.

When returning the pole to the water the hands and arms should be well away from the body, and at the beginning of the stroke the pole must not be anywhere near a perpendicular position.

The recovery, as the stroke, must be made in one motion, and not in three separate movements as the amateur is most likely to do. There are only two motions in the punting stroke: (1) The stroke itself; (2) the recovery.

Dropping the Pole.

Now as to dropping the pole into the water, this is important for the simple reason that if badly dropped half of the stroke will have to be wasted. It must be remembered that during all the movements described the punt is going at a more or less rapid pace through the water, therefore, in order that the base of the pole may be "behind the left foot" when the punter is ready to pull down, the pole must be dropped into the water some

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little distance in front of the right foot. As a matter of fact, when the pole is ready to drop it is not held perpendicularly, for the iron end should be further away from the body (measuring horizontally) than the thin end.

I have repeatedly written "when the pole is dropped"; this is hardly correct. The pole is not dropped, it is driven down smartly into the water, the hands putting as much force behind the movement as possible. The pole in its descent passes through the left hand, which is moved up to position for the pull down.

How to Steer.

We now come to the question of steering the punt, and as we discuss this matter the novice will see how necessary it is to keep a straight stroke in order to keep the punt in a straight course.

Steering is done simply by varying the direction in which the pole is pressing during the stroke. If the punter desires to land on the bank he faces during his stroke, at the end of his stroke, or rather towards the end of his stroke, he will press his pole against the punt, causing the head to swerve round in the desired direction. If the punt is very near the pole when the steering is desired, the head will come round easily.

To turn the punt in the opposite direction a somewhat more difficult manoeuvre is necessary. The hands, instead of coming down close by the body as in the ordinary stroke, must take a semi-circular direction, the half-circle being over the water. The amateur will find this not an easy motion to perform, and a great deal of practice will be necessary before anything like perfection is attained.

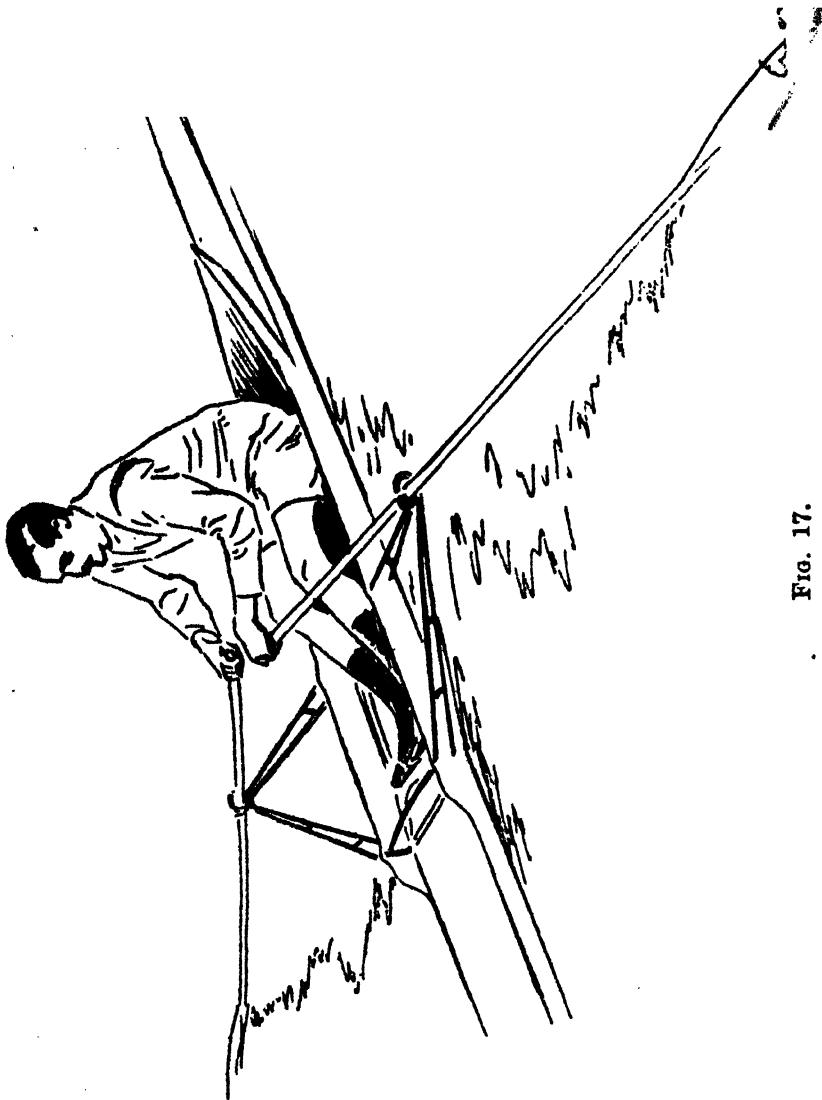


FIG. 17.
Half-way through ; bad position.

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How to Turn a Punt.

A punt may be turned in either of two ways—(1) by swinging it round, or (2) by what is known as stopping-up.

Swinging Round.

To swing a punt round is no very difficult matter. It will be found that if, after a punt has been going along a straight course at a fair speed, the pole is dropped perpendicularly into the water and held so, the head of the punt will come round to the pole. The speed of the punt must be rather good, or else the full turn will not be completed. If the punt only half turns one or two strokes must be made with the pole in the manner described under "steering."

Stopping-up.

Stopping-up is a somewhat more difficult matter, and will at first tax the amateur's abilities greatly. Supposing the punter is going down stream, and has to turn at a post set in the stream some distance away. The ordinary punter will come up to the post right leg forward, punting on the left side as usual. Having made his last stroke this side of the post, sending the punt past at a fair rate, he will first take his pole out of the water, and then turn half round to face up stream. The pole and the punter himself will still be on the same side of the punt. When the punt has completely passed the post the pole must be sent right down to the river bed, not perpendicularly, but in such a direction that the handle points up stream, and the pole itself makes almost an angle of 45 degrees with the surface of the

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water. The punt must now be stopped, and the punter must hold tight until it does stop. The pressure on the pole must be continued and the end of the punt nearest the post must be turned to clear it. As the pressure on the pole continues after the stop, the punt will take its new direction back home again.

This method of stopping-up is the one adopted in races, as it is much quicker than the swing round.

A Final Hint.

I have now given the necessary instructions for any young man to become an expert punter. There only remains one thing to say: do not commence punting in a light racing craft, it is best to start in a fairly broad boat first, and gradually decrease the width as perfection of movement is neared. A heavy punt may mean slow work for the time, and for this very reason is recommended to one learning the stroke.

CHAPTER XI

THE UNIVERSITY BOAT RACE

Its history—Winners for the last fifty years.

The Oxford and Cambridge Boat Race.

THIS event shares with the Henley Regatta the honour of being the chief of its class in the year.

Its History.

The race was not always rowed over its present course, for the first meeting of the Universities was at Henley in 1829. On this occasion Oxford proved victorious. The course for the next few races was Westminster to Putney, and Cambridge put up a succession of wins.

In 1842 Oxford recorded their next win, and followed this up three years later at Henley in what is known as the Seven-oar Race. One of the crew fell ill just before the start, and, as their opponents refused to allow a substitute, Oxford, nothing daunted, rowed with seven men, and were rewarded for their pluck by a win after a hard race.

The Putney to Mortlake course was first selected in 1845, and Cambridge proved winners. The next year the crews rowed from Mortlake to Putney, and in outrigged boats for the first time, fortune smiling once more upon the Cantabs.

From this time on, with two exceptions (1856 and

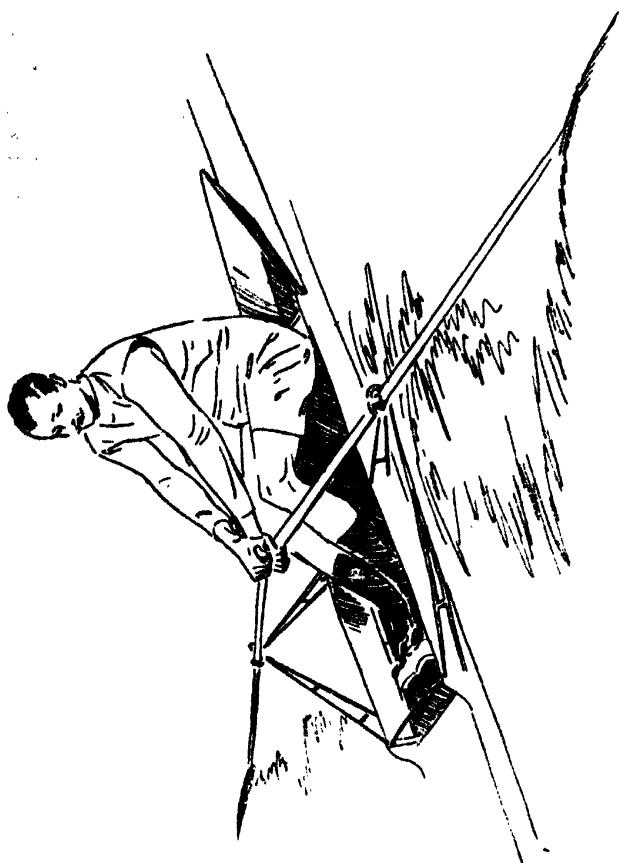


Fig. 18.
Half-way through; good position.

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1863), when it was rowed down from Mortlake to Putney, the course has always been from Putney to Mortlake. I append list of results—

WINNERS OF THE LAST FIFTY RACES.

Year.	Date.	Winner.	Course.	Time.	Won by
1853	April 3	Oxford	P to M	21m. 23s.	27 sec.
1854	April 8	Oxford	P to M	25m. 29s.	Eleven strokes
1856	March 15	Cambridge	M to P	25m. 50s.	Half a length
1857	April 4	Oxford	P to M	23m. 55s.	35 sec.
1858	March 27	Cambridge	P to M	21m. 23s.	22 sec.
1859	April 15	Oxford	P to M	—	Cambridge sank
1860	March 31	Cambridge	P to M	26m. 5s.	One length
1861	March 23	Oxford	P to M	23m. 28s.	48 sec.
1862	April 12	Oxford	P to M	24m. 41s.	30 sec.
1863	March 28	Oxford	M to P	23m. 10s.	43 sec.
1864	March 19	Oxford	P to M	22m. 15s.	26 sec.
1865	April 8	Oxford	P to M	21m. 50s.	Four lengths
1866	March 24	Oxford	P to M	25m. 50s.	Two lengths
1867	April 13	Oxford	P to M	22m. 39s.	Half a length
1868	April 4	Oxford	P to M	20m. 37s.	Three lengths
1869	March 17	Oxford	P to M	20m. 6s.	Three lengths
1870	April 6	Cambridge	P to M	22m. 54s.	One length
1871	April 1	Cambridge	P to M	23m. 94s.	2 of a length
1872	March 23	Cambridge	P to M	21m. 14s.	Two lengths
1873	March 29	Cambridge	P to M	19m. 36s.	Three lengths
1874	March 28	Cambridge	P to M	22m. 35s.	Three lengths
1875	March 20	Oxford	P to M	22m. 24s.	80 sec.
1876	April 8	Cambridge	P to M	20m. 10s.	Five lengths
1877	March 21	Dead-heat	P to M	24m. 64s.	—
1878	April 13	Oxford	P to M	23m. 12s.	37 sec.
1879	April 5	Cambridge	P to M	21m. 18s.	34 lengths
1880	March 22	Oxford	P to M	21m. 23 $\frac{1}{2}$ s.	34 lengths
1881	April 8	Oxford	P to M	21m. 52s.	Two lengths
1882	April 1	Oxford	P to M	20m. 12s.	20 sec.
1883	March 15	Oxford	P to M	21m. 18s.	34 lengths
1884	April 7	Cambridge	P to M	21m. 39s.	2 $\frac{1}{2}$ lengths
1885	March 28	Oxford	P to M	21m. 37 $\frac{1}{2}$ s.	Three lengths
1886	April 3	Cambridge	P to M	22m. 29 $\frac{1}{2}$ s.	2 of a length
1887	March 26	Cambridge	P to M	20m. 52s.	Three lengths
1888	March 24	Cambridge	P to M	20m. 48s.	Six lengths
1889	March 30	Cambridge	P to M	20m. 14s.	Two lengths
1890	March 26	Oxford	P to M	22m. 3s.	One length
1891	March 21	Oxford	P to M	21m. 48s.	Half a length
1892	April 9	Oxford	P to M	19m. 21s.	2 $\frac{1}{2}$ lengths
1893	March 22	Oxford	P to M	18m. 47s.	1 length, 4 f
1894	March 17	Oxford	P to M	21m. 39s.	3 $\frac{1}{2}$ lengths
1895	March 30	Oxford	P to M	20m. 50s.	2 $\frac{1}{2}$ lengths
1896	March 28	Oxford	P to M	20m. 1s.	2 of a length
1897	April 3	Oxford	P to M	19m. 12s.	2 $\frac{1}{2}$ lengths
1898	March 26	Oxford	P to M	22m. 15s.	Won easily
1899	March 26	Cambridge	P to M	21m. 41s.	3 $\frac{1}{2}$ lengths
1900	March 31	Cambridge	P to M	18m. 47s.	20 lengths
1901	March 30	Oxford	P to M	22m. 31s.	23 feet
1902	March 23	Cambridge	P to M	19m. 9s.	Five lengths
1903	March 31	Cambridge	P to M	19m. 0s.	Three lengths
1904	March 26	Cambridge	P to M	21m. 34s.	4 $\frac{1}{2}$ lengths

CHAPTER XII

HENLEY REGATTA

MOST sports have one annual event which may be looked upon as their "society function." In the rowing world Henley Regatta fills this place. Not quite of such long standing as the 'Varsity Boatrace, it has yet a history of over sixty years, for the first Grand Challenge Cup Race was competed in the year 1839.

Henley has its own set of rules and qualifications, but they do not differ widely from those of the A.R.A., which are given in full in Chapter XIV.

The Henley races are:—

THE GRAND CHALLENGE CUP (for eight oars), open to University, School, Army, Navy, or Amateur Club. Entrance fee, £6 6s.

THE STEWARDS' CHALLENGE CUP (for four oars), open to same as Grand Challenge Cup. Entrance fee, £4 4s.

THE LADIES' CHALLENGE PLATE (eight oars), open to College or Public School crews only. Entrance fee, £5 5s.

THE VISITORS' CHALLENGE CUP (four oars). Same restrictions as Ladies' Challenge Plate. Entrance fee, £3 3s.

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THE THAMES CHALLENGE CUP (eight oars). Same as Grand Challenge Cup, except that no oarsman who has rowed in a winning Grand Challenge or Stewards' Cup crew may row (coxswains are excepted). No one may row for this and Grand Challenge at the same regatta. Entrance fee, £5 5s.

THE WYFOLD CHALLENGE CUP (four oars). Same as Stewards' Challenge Cup, but no oarsman who has rowed in winning Stewards' Cup crew may compete, nor may one man compete in both at same regatta. Entrance fee, £3 3s.

THE SILVER GORLETS (pair oars), open to all amateurs. Entrance fee, £2 2s.

THE DIAMOND CHALLENGE SCULLS, open to all amateurs. Entrance fee, £1 1s.

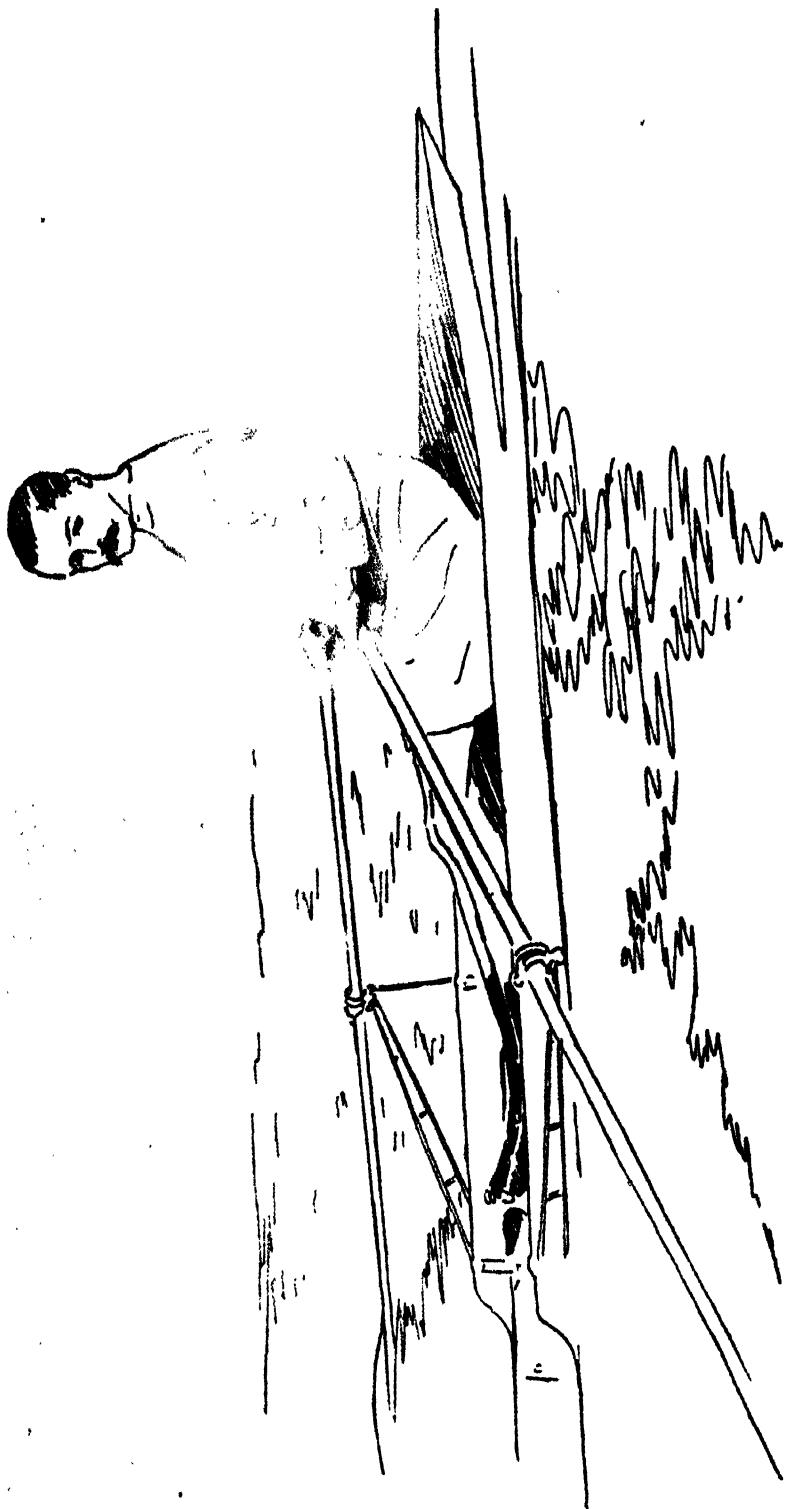


FIG. 19.
A good finish.

CHAPTER XIII

THE WINGFIELD SCULLS

What it is—The rules.

THIS silver trophy carries with it the British Amateur Championship of the Thames, and is rowed over the Putney to Mortlake course. It was commenced in the year 1830. Gentlemen scullers of the United Kingdom only are admissible to compete.

The Rules

are as follows:—

1. The holder of these Sculls shall row against any gentleman sculler of the United Kingdom of Great Britain and Ireland, who shall challenge him in writing before the time hereinafter mentioned, or shall forfeit them.
2. The distance to be rowed shall be from Putney Bridge to the "Ship" at Mortlake.
3. The secretary shall, at least a fortnight before the 15th of July in every year, fix and give public notice of the day and time at which the challengers' race shall be rowed; and also of the day and time of the final

The Wingfield Sculls

race, taking care that a 6 p.m. tide at London Bridge be the *datum* on which he decides.

4. The entries of challengers, and the notification (in writing) of the intention of the holder to compete, shall be made to the secretary at least seven days before the day fixed for the challengers' race, and before 6 o'clock p.m., and each challenger shall then pay two guineas, and the holder shall deposit the Sculls.

5. If there be more than one challenger the challengers shall row the distance aforesaid one hour before high water at Putney on the day fixed, and the winner shall be entitled to row the holder.

6. The holder shall row the best or only challenger on the second or third day after the day appointed for the trial race, the distance aforesaid, and the winner shall be entitled to the Sculls, and shall hold them on all the conditions of the Championship.

7. If there be no challenger the holder shall row over the course at the time appointed for the trial race, or on such other day as may be named by the secretary, due notice thereof being given.

8. The umpire shall be the previous holder of the Sculls not competing, who shall be empowered, in case of inability to act, to appoint (in writing) any previous holder to act for him.

9. The race shall be rowed without professional pilots, but a pilot cutter shall be allowed to each competitor, unless it is specially agreed among them to the contrary. The umpire shall have full power, before starting, to order them through any arch of any bridge over the course at his discretion.

10. The winner of the Sculls shall be entitled to wear

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the decoration selected at the champions' meeting in 1848, which shall be presented to him by the umpire immediately after the race, together with the Silver Sculls, and he shall give an indemnity for the Sculls in the form prescribed.

11. All expenses connected with the race shall be paid by the Treasurer from the receipts, or in default of sufficient moneys then from the Champion Fund. Any balance remaining from the receipts shall be added to the Champion Fund standing in the names of the trustees in the Bank of England.

12. If any question or dispute in connection with the Silver Sculls—not being within the province of the umpire—shall arise, it shall be determined by a committee of previous competitors, of whom three shall form a quorum, who, if they agree, can decide. Such committee shall meet once at least in every year, for the purpose of examining the entries received by the secretary. The committee shall have power to refuse or return any entry up to the time of starting without being bound to assign a reason.

CHAPTER XIV

THE AMATEUR ROWING ASSOCIATION

Office—Constitution—Laws of boat races—Rules for regattas

THE offices of this, the Controlling Amateur Rowing Association, are at 124, St. James' Court, Buckingham Gate, S.W.

Its constitution and rules are as follows :—

Constitution.

This Association shall be called "The Amateur Rowing Association," and its objects shall be—

1. To maintain the standard of Amateur Oarsmanship as recognised by the Universities and principal Boat Clubs of the United Kingdom ;

2. To promote the interests of boat-racing generally.

The Association shall consist of Clubs which adopt the following definition of an Amateur, viz. :

No person shall be considered an Amateur Oarsman, Sculler, or Coxswain,

1. Who has ever rowed or steered in any race for a stake, money, or entrance-fee ; *

* N.B.—This clause is not to be construed as disqualifying any otherwise duly qualified amateur who previously to April 28, 1894, has rowed or steered for a stake, money, or entrance-fee, in a race confined to members of any one Club, School, College, or University.

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2. Who has ever knowingly rowed or steered with or against a professional for any prize;
3. Who has ever taught, pursued, or assisted in the practice of athletic exercises of any kind for profit;
4. Who has ever been employed in or about boats, or in manual labour, for money or wages;
5. Who is or has been by trade or employment for wages a mechanic, artisan, or labourer, or engaged in any menial duty;
6. Who is disqualified as an amateur in any other branch of sport.

Any Amateur Club willing to bind itself to observe the Rules of the Association may become affiliated upon making application to the Hon. Sec. of the A.R.A., and being elected by a majority of two-thirds of a meeting of the Committee.

Every affiliated Club shall have at least one vote at General Meetings. Any Club having more than two hundred full members shall have in addition one vote for every hundred or part of a hundred members in excess of two hundred; but no Club shall have more than six votes.

Every affiliated Club shall, when required, send to the Hon. Sec. of the A.R.A. a list of its members and a copy of its last balance-sheet.

The Committee shall not consider an application for affiliation from any Club previously refused, until after the expiration of twelve calendar months from the date of such refusal.

Each Club shall pay to the expenses of the Association an annual Subscription to be fixed by the Committee; such subscription not to exceed one guinea.

The Amateur Rowing Association

The government and management of the Association shall be vested in a Committee of twenty-six members, who shall meet once at least in every six months, or as often as may be required. At the first meeting of the Committee in each year a Chairman shall be elected, who shall remain in office until the next General Meeting. At all meetings of the Committee the Chairman shall preside, and in his absence a Chairman shall be elected for the occasion ; seven members shall form a quorum, and the Chairman shall have a casting vote.

For the purpose of electing the members of the Committee a General Meeting of the representatives of the affiliated clubs shall be held once a year at a date to be fixed by the Committee. Ten days' notice of this meeting shall be given.

Each Club shall notify to the Secretary in writing, not less than three days prior to the Annual General Meeting, the names of its authorised representatives, the number of whom must not exceed the number of votes to which such Club is entitled ; but should a Club nominate one representative only such representative can record the number of votes to which his Club is entitled.

Five members of the Committee shall be elected at each Annual General Meeting, and shall remain in office for three years. The Committees of the Cambridge University Boat Club, the Royal Chester Rowing Club, the Kingston Rowing Club, the Leander Club, the London Rowing Club, the Molesey Boat Club, the Oxford University Boat Club, the Thames Rowing Club, the Twickenham Rowing Club, and the Provincial Amateur Rowing Council shall each nominate annually a member of the Committee, and such nomination shall

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be sent to the Secretary prior to the General Meeting. The Hon. Sec. of the A.R.A. shall be an *ex officio* member of the Committee of the A.R.A. Five members of the Committee shall retire annually by rotation, but shall be eligible for re-election. The Committee shall have power to fill up any vacancy that may occur during the year amongst the elected members, but any vacancy amongst the nominated members shall be filled up by the Club affected.

The Committee shall have power to affiliate Clubs to the Association, to appoint officers, to make or alter rules, to suspend, disqualify, and reinstate Amateurs, and generally to determine and settle all questions and disputes relating to Boat-racing which may be referred to them for decision. And further, the Committee shall take such other steps as they may consider necessary or expedient for carrying into effect the objects of the Association.

The Committee shall have power on due cause being shown to suspend any affiliated Club or to remove it from the list of affiliated Clubs.

No motion for the suspension or removal of a Club shall be considered except at a Committee Meeting specially called at not less than seven days' notice for the purpose. Such a motion shall not be deemed carried except by a majority of two-thirds of the Committee present.

A resolution for the removal of a Club must be confirmed at a subsequent meeting of the Committee specially summoned at not less than seven days' notice for the purpose.

The Hon. Sec. shall be elected by the Committee; he

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shall keep a
Comptroller
responsible
Association.

No member
shall compete
unless he has
been admitted.

No addition
or alteration
shall be made
in these Rules
unless agreed
by a majority
of a majority of
two-thirds of a
meeting of the
Committee specially
summoned at not
less than seven days'
notice for the purpose.
Such notice shall state
the alteration or addition proposed.

id of the proceedings of the
Annual Meetings, and shall be
kept for the Accounts, and Funds of the

Association
in England which is not
within the limits of the Association.

No addition
or alteration
shall be made
in these Rules

unless agreed
by a majority of two-thirds of a
meeting of the Committee specially summoned at not
less than seven days' notice for the purpose. Such
notice shall state the alteration or addition proposed.

The Laws of Boat Racing.

I.—All boat races shall be started in the following manner:—The Starter on being satisfied that the competitors are ready, shall give the signal to start.*

II.—A boat not at its post at the time specified, shall be liable to be disqualified by the Umpire.

III.—The Umpire may act as Starter, or not, as he thinks fit; when he does not so act, the Starter shall be subject to the control of the Umpire.

IV.—If the Starter considers the start false, he shall at once recall the boats to their stations, and any boat refusing to start again shall be disqualified.

V.—Each boat shall keep its own water throughout

* The most satisfactory mode of starting a race is for the Starter to ask the question "Are you ready?" once; and on receiving no reply, to say "Go." It is the practice for competitors, when expecting the signal, to lie at the post with their oars or sculls reached out at full length over their stretchers, and there is no objection to their doing so.

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a race. A boat departing from its own water will do so at its peril.*

VI.—A boat's own water is its due course, parallel with the course of the other competing boat or boats, from the station assigned to it at starting, to the finish.

VII.—No fouling whatever shall be allowed; the boat or boats committing a foul shall be disqualified.

VIII.—It shall be considered a foul when, after a race has been started, any competitor, by his oar, boat, or person comes into contact with the oar, boat, or person of another competitor; unless, in the opinion of the Umpire, such contact is so slight as not to influence the race.†

IX.—A claim of foul must be made to the Umpire or the Judge by the competitor himself before getting out of his boat.;

X.—In case of a foul the Umpire shall have power—

A.—To place the boats not disqualified in the order in which they come in.

* Every competitor must keep his own water and course from the beginning to the end of a race, in contradistinction to the obsolete plan of taking an adversary's water either for the purpose of obtaining the better position, or of washing and bothering him. All departure of a competitor from his own water or proper course is made at the peril of instant disqualification if touched whilst out of it.

† This gives an Umpire power to ignore an accidental touch of oar or scull blades which exercises no influence whatever upon the result of a race, although strictly constituting a foul.

‡ There can be no doubt whatever that every claim of foul ought to be made to the Umpire himself and to no one else. An Umpire who neglects to follow out to the end any race in which a foul has occurred, and to hear what the competitors concerned have to say, fails in his duty.

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B.—To order the boats not disqualified to row again on the same or another day.

C.—To re-start the boats not disqualified according to his discretion.*

XI.—The Umpire shall be sole judge of a boat's own water and due course during a race; and he may caution any competitor when in danger of committing a foul.

XII.—The Umpire, when appealed to, shall decide all questions as to a foul.†

XIII.—Every boat shall abide by its accidents, but if during a race a boat shall be interfered with by any outside boat, the Umpire shall have power, if he thinks fit, to re-start the boats according to his discretion, or to order them to row again on the same or another day.‡

* When a foul takes place it is seldom that either the competitor fouling or the competitor fouled stops to appeal to the Umpire otherwise than by signal; and it is as well, for if the competitor fouled comes in first there is nothing to adjudicate upon. It is a good plan not to give a decision upon a foul until all the competitors have passed the post, and if a competitor who is fouled stops to claim, to order him simply to row on; he may yet come in first and win on his merits. Nevertheless cases do sometimes occur in which the competitors must be stopped by the Umpire, and some or all of them re-started.

† An appeal to the Umpire can be made either by word of mouth or by signal. It is usual, when a foul takes place, for a competitor to hold up his hand—as this action is generally accepted to signify that a foul is claimed—and to go on rowing. After passing the winning-post the competitor, before quitting his boat, should formally make his claim to the Umpire by word of mouth.

‡ This rule originally consisted of the first line only. In the revision of 1894, however, power was given to an Umpire to re-start a race, or to order it to be rowed over again, in the event of a competing boat being interfered with by an outside boat either designedly or accidentally. The corresponding American rule stipulates that the aggrieved boat must be in its own water when interfered with.

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XIV.—No boat shall be allowed to accompany or follow any race for the purpose of directing the course of any of the competitors. Any competitor receiving any extraneous assistance may be disqualified, at the discretion of the Umpire.*

XV.—Boats shall be held to have completed the course when their bows reach the winning post. The whole course must be completed by a competitor before he can be held to have won a trial or final heat.

XVI.—Any competitor refusing to abide by the decision of the Umpire, or to follow his directions, shall be disqualified.

XVII.—The Umpire, if he thinks proper, may reserve his decision, provided that in every case such decision be given on the day of the race.

XVIII.—The jurisdiction of the Umpire extends over a race and all matters connected with it, from the time the race is specified to start until its termination, and his decision in all cases shall be final and without appeal.

Rules for Regattas.

1.—The Laws of Boat Racing adopted by the Association shall be observed, and the Association's definition of an Amateur shall govern the qualifications of each competitor.

2.—The Regatta Committee shall state on their programmes, and all other official notices and advertisements, that their Regatta is held in accordance with the Rules of the A.R.A.†

* In sculling matches pilot cutters are almost always allowed, and are provided for by special agreement.

† Rule 2, which ordains that the Regatta Committee shall state on all their official notices that the A.R.A. regulations prevail,

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3.—No money or "value prize" (*i.e.*, a cheque on a tradesman) shall be offered for competition, nor shall a prize and money be offered as alternatives.*

4.—Entries shall close at least three clear days before the date of the Regatta.

5.—No assumed name shall be given to the Secretary of the Regatta unless accompanied by the real name of the competitor.†

6.—No one shall enter twice for the same race.

7.—No Official of the Regatta shall divulge any entry, or report the state of the entrance list, until such list be closed.

8.—The Regatta Committee shall investigate any questionable entry irrespective of protest, and shall have power to refuse or return any entry up to the time of starting, without being bound to assign a reason.‡

ought unquestionably to have come first, as in the old code. An advertisement or a notice that a regatta will be held is a condition precedent to the acceptance of an amateur entry, or the application of the Laws of Boat Racing.

* Rule 3 is designed to prevent an abuse which is almost akin to rowing for money, *i.e.*, accepting an order on a tradesman, the value to be taken out in plate or jewellery, &c., at the winner's option. As a corollary to this enactment the offer of a prize and money as alternatives is forbidden.

† In Rule 5 it would have been better to have forbidden the use of assumed names altogether, but as cases occasionally occur where a club's welfare takes precedence of a member's private wishes, liberty was given to use a *nom de course*. In order, however, to obviate fraud, it is provided in Rule 11 that the real as well as the assumed names shall, if required, be furnished by the Regatta Secretary to competitors concerned. It might, perhaps, have been better to have made this latter rule absolute.

‡ Rule 8 compels a regatta committee to inquire into the status of any competitor whose standing as a *bond fide* amateur

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9.—The Captain or Secretary of each club or crew entered, shall, at least three clear days before the Regatta, deliver to the Secretary of the Regatta a list containing the names of the actual crew appointed to compete, to which list the names of not more than five other members for an eight-oar, three for a four-oar carrying a coxswain, and two for a non-coxswain four-oar may be added as substitutes. Except in the last-mentioned case, one of such substitutes (if the full number be entered) shall be entered as a coxswain, and shall not be substituted except in that capacity.

10.—No person may be substituted for another who has already rowed or steered in a heat.

11.—The Secretary of the Regatta, after receiving the list of the crews entered, and of the substitutes, shall, if required, furnish a copy of the same, with the names, real and assumed, to the Captain or Secretary of each club or crew entered, and, in the case of Pairs or Scullers, to each competitor entered.

is suspected, without throwing upon an opponent the invidious task of protesting—an action which many men regard as unsportsmanlike. It also gives a committee the right to refuse any undesirable or doubtful entry without assigning a reason; and this power might frequently be brought into play with advantage.

* In Rule 12 sufficient scope is not allowed for preventing malpractice. A committee may have instituted inquiries into the status of a doubtful amateur, and, as often happens, may have failed to discover anything against him, so difficult is it to obtain information about competitors from a distance. To say that objections must be made at the earliest moment practicable is to state a truism. A competitor may not be recognised until he is at the post, and even then it may be impossible to produce evidence sufficient to disqualify him. An unqualified competitor has been known to win a race, and because

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12.—¹ As to the qualification of a competitor
notified according to the Secretary of the Regatta
at the time not practicable. No protest shall
be allowed to be lodged before the prizes are dis-
tributed.

13.—In the event of there being but one boat entered
for any prize, or if more than one enter and all withdraw
but one, the crew of the remaining boat must row over
the course to be entitled to such prize.

14.—In the event of a Dead Heat taking place, any
competitor refusing to row again, as may be directed
by the Regatta Committee, shall be adjudged to have
lost.

15.—Every competitor must wear complete clothing
from the shoulders to the knees—including a sleeved
jersey.†

16.—The Regatta Committee shall appoint one or
more Umpires.

17.—The Regatta Committee shall appoint one or
more Judges, whose decision as to the order in which
the boats pass the post shall be final.

18.—A Maiden Oarsman is an oarsman (A) who has

the fact of his non-qualification was not discovered till after the
prize was given away, the win stands.

* On the turf, in the notorious case of Running Rein—a horse
which came in first for the Epsom Derby of 1844, and was
subsequently made away with, but, on exhumation, proved to
be a four-year-old—the reputed winner was disqualified, and
the race awarded to the three-year-old Orlando, which came in
second.

† Rule 15 is to prevent the use of the objectionable sleeveless
jerseys, exposing the naked flanks and armpits, which have been
introduced into amateur regattas by oarsmen of questionable
status.

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never won a race with oars at a Regatta; (B) who has never been a competitor in any International or Inter-University Rowing Match. An oarsman who has won a maiden race at a Regatta in which the construction of the boats was restricted may then row as a junior in restricted boats until the end of the year in which he wins a junior race, after which he must row as a junior in first-class boats and be subject to Rule 19.

A Maiden Sculler is a Sculler (A) who has never won a sculling race at a Regatta; (B) who has never competed for the Diamond Sculls at Henley, or for the Amateur Championship of any country. A sculler who has won a maiden sculling race at a Regatta in which the construction of the boats was restricted may then scull as a junior in restricted boats until the end of the year in which he wins a junior race, after which he must scull as a junior in first-class boats and be subject to Rule 19.

19.—A Junior Oarsman is an oarsman (A) who has never won a race with oars at a Regatta other than a school race; a race in which the construction of the boats was restricted; or a race limited to members of one Club; (B) who has never been a competitor in any International or Inter-University Match. Save and except as permitted in Rule 18, no oarsman who has won a race at a Regatta in which the construction of the boats was restricted, shall compete as a Junior in any such race after the end of the current year.

A Junior Sculler is a sculler (A) who has never won a sculling race at a Regatta other than a race in which the construction of the boats was restricted; or a race limited to members of one Club; (B) who has never

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competed for the Diamond Sculls at Henley, or for the Amateur Championship of any country. Save and except as permitted in Rule 18, no sculler who has won a sculling race at a Regatta in which the construction of the boats was restricted shall compete as a junior in any such race after the end of the current year.

N.B.—The qualification shall in every case relate to the day of the Regatta.*

20.—All questions not specially provided for shall be decided by the Regatta Committee.†

* This note simply means that the day of the regatta, and not the day of entry, is the exact period at which it shall be reckoned whether a man is a junior or not. If he has properly entered his name for a junior race, and in the interval has won a junior prize at some other regatta, he is no longer a junior; if, on the contrary, he has not won a race up to the morning of the regatta in which he is about to compete, he is free to row for any race in, which he may be duly entered.

† It is of course open to regatta committees to supplement the Association Rules by any local conditions or addenda which are not in conflict with those rules, but they should be kept distinct.

CHAPTER XV

BOATS: THEIR SIZES, COST, &c.

Sculling or wager boat—Short sculling boats—Double sculler—Pair-oared inrigged tubbing gig—Pair-oared racing boat—Four-oared racing boat—Eight-oared racing boat—Canoes—Dinghy.

A LIST of the average sizes and costs of the most used classes of boats will doubtless be of interest

SCULLING OR WAGER BOATS.

	From	To
Length.....	25 ft.	32 ft.
Width	9 in.	12 in
Depth at centre	5 in.	6 in.
forepoint	3½ in.	3¾ in.
afterpoint.....	2½ in.	2¾ in.
Total weight	22 lbs.	36 lbs.
Measurement from rowlocks to centre of boat	2 ft. 7 in.	2 ft. 11 in.
Cost	£14	£16

Boats : Their Sizes, Cost, &c.

SHORT SCULLING BOATS

(At present the most in use).

	From	To
Length	24 ft.	27 ft.
Width	$11\frac{1}{2}$ in.	$12\frac{1}{2}$ in.
Centre depth	$6\frac{1}{2}$ in.	$6\frac{3}{4}$ in.
Forepoint	$4\frac{5}{8}$ in.	$4\frac{7}{8}$ in.
Afterpoint	$3\frac{7}{8}$ in.	$4\frac{1}{8}$ in.
Gamber	$1\frac{1}{2}$ in.	
Spread from rowlock to rowlock	4 ft. 8 $\frac{1}{2}$ in.	4 ft. 10 in

DOUBLE SCULLERS.

	From	To
Length.....	35 ft.	36 ft.
Width	15 in.	16 in.
Depth at centre	$6\frac{3}{4}$ in.	$7\frac{1}{2}$ in.
" forepoint	$4\frac{7}{8}$ in.	$5\frac{1}{8}$ in.
" afterpoint.....	$4\frac{1}{8}$ in.	$4\frac{3}{8}$ in.
Gamber	$1\frac{1}{2}$ in.	
Spread from rigger to rigger.....	4 ft. 8 in.	4 ft. 10 in.
Cost	£24	£28
Weight.....	40 lbs.	45 lbs.

TUB PAIR (HALF-OUTRIGGED).

	From	To
Length	23 ft.	25 ft.
Width	3 ft. 5 in.	3 ft. 6 in.
Depth at centre	$13\frac{1}{2}$ in.	$14\frac{1}{2}$ in.
Measurement from rowlock to centre	30 in.	32 in.
Cost	£20	£30

Rowing and Sculling.

PAIR-OARED RACING BOAT.

	From	To
Length.....	34 ft.	38 ft.
Width	1 ft. 2 in.	1 ft. 4 in.
Depth at centre	$6\frac{3}{4}$ in.	$7\frac{1}{4}$ in.
,, at forepoint	$4\frac{7}{8}$ in.	$5\frac{1}{8}$ in.
,, at afterpoint	$4\frac{1}{8}$ in.	$4\frac{3}{8}$ in.
From rowlock to centre.....	2 ft. 6 in.	2 ft. 9 in.
Cost	£18	£25

FOUR-OARED RACING BOAT.

	From	To
Length.....	40 ft.	45 ft.
Width	1 ft. 7 in.	1 ft. 9 in.
Depth at centre	—	—
,, at forepoint	6 in.	$6\frac{1}{4}$ in.
,, at afterpoint	$4\frac{7}{8}$ in.	$5\frac{1}{4}$ in.
Measurement from rowlock to centre	2 ft. $7\frac{1}{2}$ in.	2 ft. 9 in.
Cost	£30	£35

EIGHT-OARED RACING BOAT.

	From	To
Length.....	54 ft.	60 ft.
Width	1 ft. 9 in.	2 ft.
Depth at centre	1 ft.	1 ft. 1 in.
Length of slide	1 ft.	1 ft. 6 in.
Measurement from rowlock to centre	2 ft. 5 in.	2 ft. 8 in.
Cost	£50	£60

Boats: Their Sizes, Cost, &c.

CANOES.

	From	To
Length	12 ft.	16 ft.
Width.....	25 in.	27 in.
Depth.....	8½ in.	9½ in.
Cost.....	£6	£20

Sea canoes are generally about 15 ft. long and 28 in. wide. Rob Roy Macgregor's famous canoe was 12 ft. 6 in. long by 26 in.

DINGHY (AVERAGE).

Length	10 ft.
Beam.....	4 ft.
Depth	18½ in.

CHAPTER XVI

OARS AND THEIR SIZES

THE following figures, covering a period of years, show that the trend of opinion as to the best size of oar is toward a slightly shorter oar with a narrower blade. I am indebted for these figures to Messrs. Ayling & Sons, the celebrated Putney firm.

UNIVERSITY OARS.

	1872	1886
Length	12 ft. 5½ in.	12 ft. 4 in.
Inboard	3 ft. 6 in.	3 ft. 8½ in.
Blade width	6 in.	6½ in.

	<i>Cambridge, 1890</i>	<i>Oxford, 1890</i>
Length	12 ft. 3 in.	12 ft. 4 in.
Inboard	3 ft. 10 in.	3 ft. 9 in.
Blade width	6½ in.	6¾ in.

In 1894

Length	12 ft. 4 in.
Inboard	3 ft. 8 in.
Blade width	6 in.

Oars and their Sizes

In 1903

	<i>Cambridge</i>	<i>Oxford</i>
Length	12 ft. 4 in.	12 ft. 3 in.
Inboard	3 ft. 8½ in.	3 ft. 8½ in.
Blade width	5¾ in.	5½ in.

LEANDER.

	1897	1903
Length	12 ft.	12 ft. 3 in.
Inboard	3 ft. 8½ in.	3 ft. 8½ in.
Blade width	6 in.	5¾ in.

PAIR OARS.

	1880	1903
Length	12 ft.	12 ft.
Inboard	3 ft. 6 in.	3 ft. 7 in.
Blades	7 in.	6 in.

Sculls.

The following are the sizes used by various champion scullers:—

	Length	Inboard	Blade
Howell.....	9 ft. 10 in.	2 ft. 10 in.	6½ in.
Fox	9 ft. 6 in.	2 ft. 9¼ in.	6½ in.
Blackstaffe	9 ft. 7 in.	2 ft. 9½ in.	6½ in.
Cloutte	9 ft. 7 in.	2 ft. 9½ in.	6 in.
Kelly	9 ft. 8 in.	2 ft. 9½ in.	6¾ in.
Towns	9 ft. 7 in.	2 ft. 9½ in.	6½ in.

SAILING AND YACHTING

Choosing the Craft.

Of all the sports that have ever been—shall I say—“invented” for the benefit of man, few can claim so great a charm as sailing. “O'er the limpid, far-spreading azure”—sea or river—to sail with soft and silent motion, places us in harmony with nature, and forces on us the joys of very being.

Fortunately, in that laziness is not a thing to be desired, there is a certain amount of work and skill necessary even in such an “idler's art” as sailing. In this book I can find space to merely touch lightly upon the serious work of the yachtsman. It is necessary for my purpose to suppose that the reader knows his ropes and sails, and has had some little experience in guiding a small river sailing boat in more or less calm weather. It is not, however, in calm weather that the troubles of a yachtsman's life begin. I will, before going on with the more experienced sailor, give the beginner this word of advice—choose a simple craft to work in at first. Let the amateur begin with the simple balance lugg, and as he masters the difficulties of this innocent device proceed to the glories of the sloop or cutter.

Sailing and Yachting

As in rowing and sculling, so in sailing, before entering the boat that vessel should be thoroughly examined. There are so many things likely to go wrong in a sailing vessel, or yacht; what with ropes and sails, anchor chains and steering gear, there is plenty for a man to do to see that everything is "correct" before he starts upon his voyage.

Force of the Wind.

The direction of a sailing boat, if it were not for the ingenuity of man, would be solely determined by the direction and force of the wind. It stands to reason that a vessel goes with the wind, and if this is not the direction desired by the occupant the question comes how to adapt the forces of nature to one's requirements. By certain manœuvres it is found to be possible to sail in the teeth of a wind, or, in other words, almost in a direct opposite direction than that in which the wind is blowing.

This "making a course" is done by the art of tacking. With a wind blowing at an angle of 45 degrees the boat can be kept to her course without tacking, and by merely properly setting the sails, but with the wind coming at a finer angle tacking must be resorted to. By tacking is meant sailing close-hauled, with the vessel making a zig-zag path so that the wind, so to speak, works on both sides of the vessel. In each tack the vessel is blown obliquely on her course, and each subsequent tack carries the vessel back across her course and further on in her journey. With the wind bearing straight down, the length of each journey across the true path of progression would be equal, but sailing under a wind at

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a slightly acute angle the tack to the wind will be shorter than that away from it and up in the desired direction. In sailing matches or yacht races above all things a knowledge of this art of tacking is absolutely necessary. If the wind is not against you going, it is almost certain to be on the return journey, unless by some lucky stroke it veers round. More races are lost through a lack of the knowledge of the art of tacking than anything else. Continued practice is the only thing that can bring perfection, and this I recommend to all readers.

Centre Boards.

The question of centre boards is one which I must find a little space for here. The object of the centre board—a comparatively new device—is to add to the draught. Some authorities say that a centre board considerably weakens a vessel. This may or may not be so, but certain it is that the centre board has crept into favour, and has come to stay. It is impossible to say anything as to the exact measurements of centre boards, as they vary so much according to individual tastes. There is one thing, however, a lengthy or deck centre-board is likely to prove a nuisance when pulled up unless built on the telescopic system, which I believe very few at present are.

The centre board is, of course, not wanted so much when running free as when sailing close to the wind. In the latter case many a light sailing vessel would stand in danger of being capsized were it not for the extra draught given by the centre board. It is curious to note that yachts with centre boards were once upon a time prohibited from entering in first-class sailing competitions.

Sailing and Yachting

The barge bogg centre-board sailing boat is, I have said, the best thing to go out in at first, and on any summer evening the river near Molesey will be found crowded with this sort of vessel. A good size to choose is a ~~boat~~, fifteen feet in length by four feet in breadth. Even in a vessel of this description it is possible to find danger, as in the case of meeting a squall, therefore I advise every sailing man to learn how to row. It certainly can do a man no harm, and possibly may be found of great service.

As stated, I will suppose the reader has had some little experience, and is capable of guiding even a sloop or cutter. Well, the first thing after having entered the boat is "to get a-going." Presuming the vessel is anchored, the anchor must be got on board to commence with. Do not get too much canvas up before the anchor is weighed. Set the mainsail and jib, see that the main sheets are taut, and let the jib sheets flap easily. With sails properly set, heave in the cable and weigh anchor. Find your course now and work accordingly. The above applies only when the boat is riding head to wind and tide to run before the wind.

To get under way, riding head to tide and stern to wind, you must heave up short; set the jib in stops and fix up the fore sheets. To cast to port, starboard your helm, heave up the anchor, break out the jib, set the foresail and mainsail. It is impossible here to give full directions how to get under way head to wind and tide by casting to starboard or to port to proceed on a port tack. A few days' actual experience will be the best method of learning these various manœuvres.

Sailing and Yachting

Tacking.

Elsewhere I have referred to the subject of tacking, and it may be as well to give here the essential points in tacking—say a cutter. When ready, the men on the cutter will proceed to their various places, one at the fore sheet, one at the jib, and one at the main sheet. With “helm-a-lee” the vessel gets on to the wind and the jib rises. Now is the time to ease up and overhaul the sheet. The fore sheet should be eased up if the vessel comes round smartly, and if coming round slowly the main sheet must be hauled in. When past “head-to-wind,” haul in the jib sheet over the forestay.

It is found that sometimes, when a vessel has not been brought head to wind properly, she will get stern way or get “in irons,” as it is technically known. This must be avoided, as it will be found that the boat under such conditions will not tack in either direction.

Missing stays is slightly different to the above, and means that a vessel has come up head to wind and has then fallen off on the same tack. This may be avoided by increasing the after sail or by reducing the head sail.

Wearing or gybing are technical terms for the practice of keeping the vessel off the wind, by bringing the head to windward until the wind comes astern and then on the opposite side on which it has been blowing.

Round the Coast.

Those of my readers who have experienced the pleasure of sailing up and down the smooth reaches of the river, should never be tempted to take to the open sea in any-

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the ballast will be lost in a boat as they would use up stream. I am inclined to prefer iron ballasting, as the "little cruise round the coast" is a dangerous one, and a boat has so often proved fatal.

Wooden ballast has not yet been referred to. Wooden ballast is perhaps the best that can be used, but if solid ballast be preferred it must be prepared in some easily transferable form.

We now come to the question of sails. Elsewhere the simple balance lugg has been mentioned. This is very well for propelling a boat in a straightforward wind, but with contrary winds is likely to prove unsatisfactory.

A boat fitted with an additional foresail will be found to work better with the wind, and is less likely to get in irons. In rough weather, too, a foresail will be found safer to work with.

Expert Opinion.

Mr. Dixon Kemp, in his excellent work on "Yacht and Boat Sailing," says, "Many experienced boat sailors recommend a mizen instead of a foresail, and they argue that a mizen can be made as great a help to a boat's staying as a foresail. There is not much doubt that a mizen is a powerful lever to assist in throwing a vessel's head to wind; but it is of no use for paying a boat's head off if she gets in irons. However . . . if the tiller is carried aft (say 2 ft.) of the rudder, to act as a mizen bumpkin, then each time the tiller is put down, or to leeward, the mizen will be brought to windward and may help in pushing the stern round. This may be so, and, if the boat kept moving through the water, she would no doubt ultimately describe an arc of a quadrant through the wind acting on the mizen; but when a boat

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is in irons she does not move through the water, at least not ahead, although she may get stern way on. Now if the mizen is kept across the boat whilst she is in irons, it will, if it has any effect at all, drive her astern as well as tend to push the stern on one side. As the latter motion will be counteracted by the direction the rudder is necessarily turned, we doubt if the mizen can be manœuvred so as to be of much service in the case of a boat having no head sail getting into irons. In fact, the proper thing to do, if a boat in a 'lop' when under main and mizen sail did get into irons, would be to let the mizen sheet go and reverse the helm, and then haul the main boom over to the side which is to be the weather one when she has filled; then, with stern way on, the boat's head will be boxed off. Thus far the conclusion is forced upon us that if two sails are decided upon, the foresail and the mainsail have a slight advantage over the mizen and mainsail."

I have quoted rather fully from Mr. Kemp's work, as it serves to clear up what might be a doubtful point.

"Jib" and Sprit Sails.

"Jib" is the name given to the outer triangular sail set in the bowsprit. Some cutters have as many as six jib sails.

Sprit sails, not so much in favour just now, are very handy to work with. Mr. Kemp says, "The advantages of the sprit over a gaff for setting a sail in a small boat cannot be denied, as by crossing the sail diagonally it takes up all the slack canvas in the middle of the sail, even if it be an old sail. Also, by taking down the sprit, a nice snug three-cornered sail can be had. On the other

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hand, a sprit is an awkward spar to handle, and it need be much longer and heavier than a gaff to set similar sails."

Other sails, used more particularly on small sailing vessels, are the lateen sail, the sliding gunter, the lug sails, gaff sails, &c.

A fully equipped cutter carries the following:—Fore and aft: jib topsail, jib, foresail, boom mainsail, gaff topsail; square: square-sail (set flying).

Una boats are so named after the American boat Una built by Robert Fish, and bought by the Marquis of Conyngham. The modern Una has been somewhat altered from that of Fish's vessel, but the principles of build are about the same now as of old. A real Una is 15 ft. 6 in. in length, though we find vessels of this type built over 20 ft. in length. All Una boats are fitted with topping lifts, and the modern type has a fore-stay.

Mr. Kemp gives the following dimensions for a 15 ft. 6 in. Una: length, 15 ft. 6 in.; beam extreme, 6 ft. 6 in.; keel-sided amidships, $4\frac{1}{2}$ in.; keel-sided fore-end, 2 in.; keel-sided aft-end, 2 in.; moulding (depth) of keel, 4 in.; floors sided, 1 in.; floors moulded, $1\frac{1}{2}$ in.; timbers sided, 1 in.; thickness of plank, $\frac{5}{8}$ in.; thickness of top strake, $\frac{3}{4}$ in.; mast, deck to bounds, 14 ft.; boom, 15 ft. 6 in.; gaff, 7 ft. 6 in.; luff of mainsail, 9 ft. 9 in.; foot of mainsail, 15 ft. 6 in.; head of mainsail, 7 ft.; leesh of mainsail, 17 ft. 8 in.; tack to peak earring of mainsail, 16 ft.; clew to throat earring, 17 ft.; centre of mast, from the fore side of stem to L.W.L., 2 ft.; diameter of mast at deck, $4\frac{1}{2}$ in.; diameter at bounds, $2\frac{1}{2}$ in.; weight of displacement of boat to L.W.L. (approx.), 14 cwt.

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Racing.

A very common type of boat is that known as the Bawley boat, and in the season crowds of them are to be seen near Leigh-on-Sea and Southend. It is unnecessary here to give full details. A curious point to notice is the great beam of a bawley as compared with its length.

The yachts on the broads of Norfolk are particularly noticeable for the very large headsail set on an unusually lengthy bowsprit. It is but natural that the draught of these vessels should be restricted, as in many places great stretches of shallow water are met with.

A Water-Wag is a boat used on the sea shore, so to speak. Such a vessel does not carry ballast, is built without a keel, and is of little further use than to idle in.

To those entering for races, I would say that whilst straining every nerve to gain an advantage over your friend the enemy, remember the rules and regulations under which you sail. If you in a race are running free keep well out of the way of a boat close-hauled in order to avoid a collision. The various rules for the avoiding of collisions are given at the end of this chapter, and should be well studied by the amateur.

Rule 19 is important, as if it is not strictly adhered to, the yacht in fault may be disqualified. There is sometimes a tendency to pinch in the inside yacht, and if this is done—say close to a mark vessel—a foul is sure to happen.

- Comments on the Rules.

The next rule is important to all parties in a race. As in all kinds of racing, the overtaker must pass on the outside, and keep clear of the overtaken; the latter

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must, however, stay to a fair course, and not by unfair tacking or sailing prevent a pass to leeward.

In regard to Rule 22, all cables, anchors, and such like, used in getting a ship out of her trouble and carried at the beginning of the race must be re-shipped, or else the yacht, even if winning, is liable to disqualification.

Rule 23 must be carefully observed, and in cutting the journey as fine as possible care must be taken to avoid fouling marking buoys or vessels.

In regard to Rule 29, all protests, must be made in writing immediately after the race has finished.

The rule No. 8, since rescinded, had reference to the use of centre-boards. By this rule centre-boards were prohibited in sailing matches or races.

The rules here following will serve as guide to those wishing to form a sailing or yachting club.

THE RULES OF THE YACHT RACING ASSOCIATION.

1. All races and all yachts sailing therein shall be under the direction of the flag officers or sailing committee of the club under whose auspices the races are being sailed. The decision of the sailing committee shall be final unless they think fit, on application or otherwise, to refer the questions at issue for the decision of the Yacht Racing Association. If any yacht be disqualified, the next in order shall be awarded the prize.

2. The sailing committee or officer in charge for the day shall have power to postpone any race should unfavourable weather render such a course desirable. Letter "N" of the Commercial Code hoisted over the

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flag which denotes the race shall be the signal that the race has been postponed.

3. The rating of every yacht entered to sail in a race shall be ascertained by multiplying the sail area in square feet by the length in feet on the load water line, and dividing the product by 6,000 ; the quotient shall be the rating, and any fraction of or exceeding .01 shall count as 1, except when the rating does not exceed 10. The length shall be taken in a straight line from the fore end to the after end of the load water line, provided always that if any part of the stem or sternpost or any other part of the vessel below the load water line project beyond the length taken as mentioned, such projection or projections shall be added to the length taken as stated ; and pieces of any form cut out of the stem, sternpost, or fair line of the ridge of the counter, with the intention of shortening the load water line, shall not be allowed for if at or immediately below the load line nor above if within six inches of the water level.

4. Time shall be allowed on arrival for difference in rating according to a fixed scale.

If it is necessary during the race to shorten the course, the signal flag denoting the race hoisted under the White Peter, or in case of fog or darkness two guns fired, shall show that the race is to finish with the round about to be completed, and the time allowance reduced in proportion.

5. Entries shall be made with the secretary at least forty-eight hours previous to noon of the day appointed for starting each race. In case of a Sunday intervening twenty-four hours shall be added.

Should any yacht duly entered for a race not start, or

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having started give up, or become disabled, such yacht shall, in the event of the race being re-sailed, be entitled to start again, but no new entries shall be received under any circumstances whatever for a postponed race.

6. Each yacht entered must be the *bona fide* property of the person or persons in whose names she is entered, who must be a member or members of a recognised yacht club.

7. No owner shall be allowed to enter more than one yacht in a race except in cases in which a prize is given for each rig, when one yacht for each rig may be entered, nor shall he be entitled to enter the same yacht under different rigs for any race.

8. *Re Centre Boards*, is now rescinded.

9. Every yacht sailing in a race shall have on board a member of a recognised yacht club.

10. Each yacht must carry at her main topmast a rectangular distinguishing flag of suitable size.

11. Every yacht entered shall, as soon as possible, be supplied with instructions (written or printed) as to the conditions of the race, the course to be sailed, marks, &c.

Each yacht shall be given a number with the sailing directions, and should any yacht cross the line before the signal for the start, her number shall be exhibited as soon as possible as a result.

12. There shall be no restriction as to sails or the manner of setting and working them; but steam power must not be used for hoisting sails.

13. There shall be no limit to number of paid hands or friends. No paid hand shall join or leave a yacht after the signal to start, except in case of accident to any

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one on board. (This does not apply to Corinthian matches.)

14. All yachts exceeding a rating of 10 shall be fitted below deck with ordinary fittings, including two transverse bulkheads of wood. The following applies to all yachts : Their platforms shall be kept down and bulkheads standing. No water shall be taken from or put into the tanks after the signal to start. No more than usual anchors and chains to be carried, which must not be used as shifting ballast or for altering the trim of the yacht. No bags of shot shall be on board, and all ballast shall be properly stowed and shall not be shifted or trimmed. No ballast shall be shipped or unshipped after 9 p.m. of the day previous to the race.

15. Every yacht exceeding a rating of 40 and under 90 shall carry a boat on deck not less than 10 ft. in length and 3 ft. 6 in. beam. Yachts 90 or over must carry a boat not less than 12 ft. length and 3 ft. 6 in. beam, with oars lashed ready for use. Each yacht shall carry at least one lifebuoy.

16. The yachts shall start as directed by the sailing committee. Special flags shall be hoisted fifteen minutes before the race. Five minutes before this flag shall be lowered, a blue peter hoisted and a gun fired. After this the yachts in the race shall be convenable to the rules. At the end of the five minutes the blue peter will be lowered and a second gun fired.

17. When two yachts are approaching one another, so as to avoid colliding one shall keep out of the way of the other as follows, viz. :—

(a) A yacht which is running free shall keep out of the way of a yacht close hauled.

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(b) A yacht close hauled on the port tack shall keep out of the way of a yacht close hauled on the starboard tack.

(c) When both are running free with the wind on different sides, the yacht which has the wind on the port side shall keep out of the way.

(d) When both are running free with wind on the same side, the yacht to windward shall keep out of the way.

(e) A yacht with the wind aft shall keep out of the way of the other yacht.

18. When rounding any buoy, if two yachts are not clear of each other at the time the leading yacht is close to, and actually rounding the mark, the outside yacht must give the other room to pass clear of it. No yacht shall be considered clear of another unless so much ahead as to give a free choice to the other on which side she will pass.

19. When passing a pier, shoal, rock, vessel, or other obstruction, should yachts not be clear of each other, the outside yacht or yachts must give room to the yacht in danger of fouling the obstruction, provided always that an overlap has been established before reaching the obstruction.

20. A yacht overtaking any other shall keep out of the way of the overtaken yacht; and a yacht may luff as she pleases to prevent another yacht passing to windward, but must not bear out of her course to prevent a pass to leeward. The lee side to be considered that on which the leading yacht carries her main boom. The overtaking vessel must not luff until she has drawn clear of the yacht she has overtaken.

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21. If two yachts are standing towards a shore, or buoy, or boat, and the yacht to leeward is likely to go aground or foul, and is not able to tack without coming into collision with the windward yacht, the latter shall at once tack on being hailed to do so by the owner of the other vessel, who shall be bound to see that his own vessel tacks at the same time.
22. Any yacht running ashore may use her own apparatus to get off, but must not receive assistance.
23. Each yacht must go fairly round the course and must not touch any mark except when squeezed by a rival vessel.
24. Sails only must be used as propelling power.
25. A yacht may anchor during a race, but must weigh anchor again.
26. Lead and line only allowed for sounding.
27. In night races the Board of Trade rule as to side lights must be kept.
28. All vessels must help in case of a man falling overboard.
29. The usual rule as to protests applies.
30. Special rule as to sailing in cruising trim.

